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Hongkong, 8th September, 1909. [29]

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## The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1909.

LORD CURZON, who about three months ago made an attempt to revive in the House of Lords a question in regard to the new powers acquired by LORD KITCHENER as Commander-in-Chief of the Military Forces in India, which it will not have been forgotten formed the subject of a great deal of acrimonious discussion while LORD CURZON was Viceroy of India, will find not the slightest support for his sonorous warnings in the speeches and Press comments which have recently been made in connection with LORD KITCHENER's departure from India. Five years ago LORD CURZON predicted that the result of the administrative changes which LORD KITCHENER insisted upon when he became responsible for the Army in India, and ultimately succeeded in obtaining, would create a military despotism which would dethrone the Government in India from constitutional control of the Army; and in the House of Lords last June the ex-Viceroy declared the great and startling changes which had been made were almost certain to break down in the emergency of war. His Lordship said that all the information at his disposal contradicted the suggestion of the smooth working of the scheme, and he mentioned particularly that there was already a great congestion of business. Though in the speeches delivered at Simla on the occasion of LORD KITCHENER's farewell, no direct reference

was made to this debate, the points of the ex-Viceroy's indictment were evidently in the minds of the speakers. LORD MIRZO, the present Viceroy, in the course of a speech at a farewell banquet, remarked that the seven years of LORD KITCHENER's service in India had been very full of incident associated with great administrative military changes which have evoked strongly-expressed and contradictory opinions. "No one," he went on to say, "could expect that the redistribution of an army such as the Indian Army, or its further preparation for modern war, could be brought about without clashing with professional views and military sentiment and tradition. Yet I believe that every soldier here tonight will agree with me that LORD KITCHENER by his decentralisation of work, hitherto unavoidably congested, and by the devolution which he has inaugurated of the responsibilities of command, has not only placed the higher administration of the army on a sound and workable footing, but that he will also on the vacation of his high office bequeath to India better trained, better equipped, and better paid troops than she has ever possessed before." When the views of Viceroy are so dimetrically opposed as those of LORD MIRZO and his immediate predecessor, it must be left to time alone to decide which view of the matter is correct. Then, we have LORD CURZON telling us that the concentration of command in India, not merely of the executive control of the army, but the organisation and equipment, inspection, finance and administration, is a burden too much for any shoulder, however capable and broad. On the other hand, we find LORD KITCHENER saying in one of his farewell speeches: "My successor need have no fear that he will be overworked. He has but to maintain and to develop the system of decentralisation and the devolution to divisional commanders of both financial and administrative responsibilities which has already proved so successful. He will thus find himself able to devote more time than any of his predecessors to visiting and inspecting troops in all parts of India. To some of you, it may seem strange that it should be so, but, as truly said, the measure of a man's responsibilities is not the measure of history." LORD KITCHENER's own tours of inspection during his term in India involved over 65,000 miles of travel, and the fact that he has been able to do that suggests of itself that LORD CURZON's criticism has been based upon an inadequate conception of the whole plan. LORD KITCHENER is admittedly a man of very exceptional abilities, and the suspicion has lurked in the minds of many people that the Empire may not always be able to find a man big enough to fit the scheme as well as its creator has done. On this point, as we have said, we have to choose between the confident predictions of LORD CURZON and the quiet assertions of LORD KITCHENER, and await the test of time. During his tenure of office in India LORD KITCHENER has had no great campaign to conduct; but he had no regrets on that score, in his farewell speech, for sitting as he does on the Viceroy's Council, and taking his part in shaping the destiny of the Indian Empire, the Commander-in-Chief must, he says, know and feel the truth that for this, as for every nation, peace is the greatest of all business so long as it is peace with honour. Such peace, he added, can be purchased only by readiness for war, and therefore he held it to be the duty of every Commander-in-Chief to strive with all his might after that readiness, and at the same time, while so striving, to use all his influence against the frittering away of the resources of the country in military adventures which are not demonstrably necessary and unavoidable. The Viceroy was indulging in no mere platitudes when he said the Government of India were losing the services not only of an illustrious Commander-in-Chief, but of a far-seeing and sagacious statesman, and the sentiment will be shared throughout the Empire that the distinguished soldier who is shortly to pay a brief visit to our Colony may long be spared to add still further to the splendid services he has already rendered to the Empire.

The latest Calcutta paper to hand states that the Laloea Memorial Fund amounts to nearly fourteen thousand rupees.

A surpliced choir is being formed for St. Andrew's Church, Kowloon. The new incumbent, the Rev. H. O. Spink, is to be instituted by Bishop Lander on Sunday morning, the 26th instant.

Inspector Dymond prosecuted a native woman from Aberdeen before Mr. Hazell at the Magistrate's yesterday for selling samshu without a licence. His Worship imposed a fine of \$25, the alternative being one month's imprisonment.

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Capt. H. L. Talbot, Chief Commissioner of Police, Federated Malay States, who left Kuala Lumpur on sick leave on July 24, succumbed to his illness a fortnight ago in England.

Tons of money were imported into Bangkok a fortnight ago. To be precise the shipment consisted of half a million subsidiary silver coins, two tons of nickel coins, and ten tons of copper coins. The money was contained in 237 cases, and amounted to 500,000 ticals. It was consigned to the Treasury.

At the Magistrate's before Mr. J. R. Wood a native was charged with breaking into a military canteen near the Bowen Road Hospital and stealing \$37 and a box of cigarettes valued at \$2. Defendant admitted the charge and was sentenced to three months' imprisonment and six hours' stocks.

The case concluded before Mr. J. R. Wood at the Magistrate's yesterday in which the master of a cargo boat and his wife were charged with being in unlawful possession of 218 tals of opium. His Worship fined the man \$400, with an alternative of three months' imprisonment, and the woman \$100, in default six weeks' imprisonment.

It is announced in Manila that free transportation from Manila to Hongkong will be given by the C.E.R. agents to passengers travelling across the Pacific by the Empress steamers, The Great Northern Steamship Co's. Minnesota, since making Manila a port of call has charged the Hongkong rate of \$45 to the Pacific coast of America.

Fines of P. 400 apiece were imposed by the Manila Court last week upon Tan Nga Hui and four other Chinamen for the illegal possession of opium. Tan Nga Hui claimed the responsibility for the ownership of the entire lot, but his claim was not made good. Tan Nga Hui was also sentenced on another charge of smoking opium to a fine of P. 300.

Several residents of Navotas, Philippine Islands, a neighbouring fishing village, awake to the advantages to be reaped thereby, have held a meeting for the purpose of collecting the necessary capital to embark upon a fish canning enterprise. It is proposed to can the Philippine sardines, of which there are a large number of varieties. Steps are to be taken to secure the services of an expert to get the business started.

An armed robbery was reported to the police yesterday as having occurred at the village of Cheung-shan, near Shuang-shui, on the border of the New Territory. Five men, two of whom were armed with revolvers, held up the inmates of a number of houses and departed with a large quantity of clothing and five head of cattle. The police in the blockhouse at Tak-ling have the matter in hand, but it is thought that the robbers have passed over into Chinese territory.

## THE P. &amp; O. STEAMERS.

## ABOLITION OF THE "HIGH TEA."

It will interest many readers to learn that the P. & O. Company have decided to abolish the distinction which has hitherto been maintained on their ships between first and second class passengers in regard to the evening meal. Instead of the "high tea," second-class passengers in future will have late dinner. The arrangement applies to both mail and intermediate steamers. Passengers travelling home from the Far East, where late dinner is the rule for all classes, will welcome the decision. It comes into force on the outward steamers this month and the homeward ones in October.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting is convened for to-morrow afternoon.

## BUSINESS.

1. Financial Minute. (No. 40.)
2. Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1908.

The orders of the day are:—  
Second reading of the Bill entitled An Ordinance to provide for the collection of duties upon Intoxicating Liquors.

Second reading of the Bill entitled An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Taikok-tai, Mongkok-tai, and Yau-mat, Kowloon, in this Colony.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902. \*  
Second reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1893, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902. \*

Committee on the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church. \*

Third reading of the Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1855.

Third reading of the Bill entitled An Ordinance to relieve the Governor-in-Council of certain duties.

\* Will not be proceeded with at this meeting.

## TYPHOONS.

A telegram received at the American Consulate from Manila Observatory at 7 p.m. last night stated that a typhoon was over the North China Sea moving west, or west north west. Another typhoon was over North Nipponia moving west. A third typhoon was north of the Western Carolines, but its direction was unknown.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1891.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE NAVAL DOCK FOR HAWAII.

LONDON, September 14th.

The contract has been signed at Washington for the construction of a large dry dock for naval purposes at Hawaii.

## PEARY AND THE POLE.

LONDON, September 14th.

The crew of the "Roosevelt" report that Commander Peary reached the Pole accompanied by only one Eskimo, the other members of the party being sent back as they neared the Pole.

## HARVEST PROSPECTS.

LONDON, September 14th.

While the prospects of a bountiful harvest, taking the world as a whole, are unchanged, prolonged wet weather has ruined the splendid prospects in England, and there is now grave anxiety regarding the crops, which are still largely uncut.

## MISHAPS TO THE GERMAN MILITARY AIRSHIP.

LONDON, September 14th.

The first day's work of the military airship in the German manoeuvres was marked by a series of mishaps.

It finally got caught in a tree and was captured in the evening.

## THE RECENT DEPORTATIONS FROM THE PHILIPPINES.

The admission of the Acting-Governor of the Philippines that he accepted the whole responsibility for the recent deportation of twelve Chinamen from the Philippine Islands, has not ended the discussion on the matter. The Manila Commission denies that the Governor had any power to deport these men, and concludes an examination of the law on the subject with the following recapitulation:—  
Twelve aliens who were not subject to deportation by the laws of Congress, which alone has the power to authorize deportation, were seized by officials who were not authorized by Congress to make such seizure and deported by a procedure that was neither authorized nor sanctioned by Congress, in which the American "nation," through the Constitution, has vested the sole authority in the deportation of aliens.

## SMUGGLING OPIUM INTO THE PHILIPPINES.

One of the largest fines ever imposed for violation of the opium law was given a few days ago in Cebu by Judge Paredes. The case was against a Chinaman Look Chau, charged with having opium in his possession and with having sold part of the same. Under the first charge a fine of P10,000 and five years in jail was given and he was fined P2,000 and sentenced to two years in jail on the second case. Look Chau has appealed both cases.

The opium question was smuggled into Cebu on the steamer Eryol from Hongkong via Manila. The Chinaman succeeded in eluding the authorities in Manila, but was caught in Cebu on August 18th with 96 cans of the drug in his possession. When caught he was trying to dispose of the opium to a Filipino.

## CHINA AND JAPAN.

## THE MANCHURIAN AGREEMENT.

The following is a summary of the Agreement signed at Peking on Sept. 1, regarding Manchurian controversies:—  
1. Chientao-Tumen River, and in the east of Moshan, Shikhiashai shall be the boundary lines between China and Korea. China agrees to open Lungtientsun, Chuntzanchieh, Toutouokou, and Paitouokou, in Chientao, for foreign trade, and recognizes the right of Koreans to reside in a limited district there.

China consents to Japan's establishing Consulates and their branch offices in the above named ports.

Koreans residing in the said district shall be placed under the Chinese jurisdiction. The Japanese Consul or his deputy having the right of sitting at the Court as he may please. The Chinese Government shall, in future date, extend the Kirin-Changchun Railway to Hoinin, where it will be connected with the Korean Railway. The details thereof shall be arranged between the two countries following the precedent of the agreement regarding the Kirin-Changchun Railway.

2. Faku-mukden Railway.—China agrees not to build the Faku-mukden Railway without the consent of Japan.

3. Tashichiao Railway.—The Tashichiao Railway is recognized by China as a branch line of the South Manchurian Railway. China agrees to the extension of its terminus to Yinkow.

4. Peking-Mukden Railway.—As to the extension of the Peking-Mukden Railway into the native City of Mukden, it shall be settled after negotiation between the officials and experts of the two countries.

5. Fushan and Yantai Mines.—China consents to Japan the right of working the Fushan and Yantai coal mines. Japan, on the other hand, shall respect China's sovereignty and pay a royalty. China consents to impose a minimum export duty for the output of coal.

6. Other Mines.—As regards the mines along the Railway, the matter shall be arranged in accordance with the principle arrived at previously between the Viceroy and the Consul-General at Mukden.

## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. P. N. H. Jones (Vice-President), Colonel Bedford, Mr. Lau Chu Pak, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. A. Gibson (Acting Secretary).

PREVENTION OF MOSQUITO BREEDING.  
The MEDICAL OFFICER OF HEALTH submitted the following Minute relative to the byelaw for the prevention of mosquito breeding:—

As a corollary to the discussion at the last Board meeting on the subject of mosquitoes, I beg to recommend that the words "of the sub-family anopheline" be deleted from the attached byelaw which was made by the Board in October last. There are a number of diseases, both of man and animals, which are conveyed by mosquitoes not belonging to this sub-family, of which the most notable examples are yellow fever and Filariasis, and it is undesirable therefore that the powers of the Board should be limited to one sub-division of the mosquito family. The steps to be taken to prevent the breeding of these pests are the same in all cases, namely, the prevention of the accumulation of standing water, which is necessary for the development of the larva, and the removal of such brushwood, etc., as may afford a shelter to the adult insects. The byelaw merely gives power to direct that steps shall be taken for the prevention of the breeding of mosquitoes on any premises, under the advice of the Medical Officer of Health or any Assistant Medical Officer of Health, and will apply only when mosquito larvae are actually found upon such premises.

Dr. FITZGERALD inquired—Not only on account of the diseases which mosquitoes other than anopheline may spread, but because, if the conditions are present, or the breeding of any kind of mosquito, the anopheline will sooner or later make use of them.

The REGISTRAR-GENERAL—What is the average annual number of cases of yellow fever and Filariasis in Hongkong?

Consideration of this matter was deferred.

CLEANING OF WELLS.  
Correspondence was submitted relative to the re-opening of certain wells for cleansing purposes.

Mr. Ho Kom Tong inquired—All old wells should be re-opened, and if kerosene oil banded as suggested by H. E. the Governor, I fail to see how the water can be used for drinking purposes.

Dr. FITZGERALD—It would seem to be advisable to reopen these wells, but very careful supervision should be used to see that the water so obtained is not to be used under any circumstances for drinking purposes. If such supervision cannot be guaranteed the wells ought to be left closed.

COLONEL BEDFORD—Open the wells and taint the water with kerosene.

Hon. Mr. HERRITT—The wells might be re-opened if it can be made absolutely certain that the water cannot be used for potable purposes.

Mr. LAU CHU PAK—All the old wells which have been closed should be re-opened for cleansing purposes. No more water from the mains should be used until the wants of the inhabitants have been properly attended to. At the present moment the Chinese are compelled to carry muddy water from the nullahs or any place where water is procurable for cooking their food. From a health point of view, nothing can be worse than this.

The PRESIDENT (to the Water Authority)—There is not likely to be an increase in the water supply at present, is there?

The VICE-PRESIDENT—Not an increase, but I should like to know where it is that the Chinese are getting muddy water?

Mr. LAU CHU PAK—Close to the Netherlands Hospital, and in a nullah near Shek-tou-tai.

The VICE-PRESIDENT—Is there any reason for it? There is no less water being given to the town of Victoria than there was in the month of February. In fact there is more, so there should be no scarcity of water.

The PRESIDENT (to Mr. Lau Chu Pak)—Your minute would lead to the belief that water is in the decrease, whereas, according to the D.P.W., the supply now is larger than it was in the month of February. We have been on an intermittent supply all the time.

Mr. LAU CHU PAK—I did not mean to say that the water supply was curtailed, but I say that the Chinese are not getting sufficient water.

The PRESIDENT said the suggestion was made by the Tung Wah Hospital that wells might be re-opened for cleansing purposes. The question had been considered, and a list was attached of wells which could be used for the purpose of cleansing. He moved that the wells mentioned be re-opened, due care being taken that the water is only used for cleansing and subject to the consent of the owners.

Mr. LAU CHU PAK seconded.

The VICE-PRESIDENT—Do you propose to use kerosene?

The PRESIDENT—Oh, yes.

The motion was carried.

## ITALIAN CONVENT APPLICATION.

An application from the Italian Convent for permission to erect four water-closets at the Convent was received.

The PRESIDENT said the application was the same as they had before then a month ago, only that the number was reduced from eight to four.

COLONEL BEDFORD said if people liked to have three or four latrines a day they could do so, and yet the Board would not sanction the use of water for flushing latrines where the quantity would be insupportable.

The VICE-PRESIDENT said it was not the question of the amount of water. It was the principle of water supply.

COLONEL BEDFORD retorted that that was the principle the sanitarians wanted to fight. If people liked to use extra water for that purpose they could pay for it.

The VICE-PRESIDENT added that the principle had been laid down.

COLONEL BEDFORD—Then I say the principle is wrong. People can water flowers all day long, have baths every two hours, and yet they cannot have water flushing latrines. That is not logic to my mind.

The VICE-PRESIDENT—It will be logic in two or three months when we have no further water.

The PRESIDENT—Colonel Bedford is merely considering the European community. As a matter of fact hardly any of the Chinese community can get water for one bath a day. If we grant this application we are making it more easy for a water famine to follow.

COLONEL BEDFORD—It is a very small item. The PRESIDENT—Yes, but if you grant this application you will have to grant others.

The application was refused unless a water supply independent of the main could be obtained.

## MT. CAROLINE CEMETERY.

Correspondence was read relative to the extension of section C of Mt. Caroline Cemetery and the burial of bodies from the west of Possession Street in the same cemetery.

Mr. Ho Kom Tong inquired—The restriction as to stopping persons who died west of Possession Street from being buried at Mt. Caroline should be removed, as I do not see why people who already have graves of relatives in that cemetery should be compelled to bury their dead elsewhere. If the grave spaces are being rapidly filled up, let the same section be further extended and exhumation taken in hand as soon as possible. Failing that, the Government should look out for another site at the east end near the present cemetery to meet the requirements of the Chinese.

Mr. LAU CHU PAK—I fail to see why the Chinese should not be allowed to bury their dead in any cemetery they like so long as that cemetery is specially set apart for their use. There is always spare ground for extension.

The PRESIDENT stated that Mount Caroline Cemetery was filling so rapidly that it was found that section C as well as sections A and B required extending. No extension could take place within six months of the time agreed to by the Board, therefore, it was now necessary to get the sanction of the Board so that the work could be proceeded with. He proposed that the cemetery should be extended to two areas adjoining section C.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

With regard to the burial of bodies from the west of Possession Street in the same cemetery, the PRESIDENT stated that there were cemeteries in the western district, but for some reason—probably the extra undertaking fees—the one at Kailengwan was boycotted. At the present rate Mount Caroline Cemetery would be full before it could be extended sufficiently to go on with burials.

Mr. LAU CHU PAK asked if the period for exhumation could not be shortened. The PRESIDENT said it could not, as it was laid down in the Ordinance that six months must elapse before the Governor could make an order. It was now probably cheaper to be buried in an expensive section of the Mount Caroline Cemetery than in a cheap section of Kailengwan.

Mr. LAU CHU PAK said that when Mount Caroline was full he was sure the Chinese would go to the other cemetery, consequently restrictions were not necessary.

The PRESIDENT pointed out that the Mount Caroline Cemetery could not be extended indefinitely. When exhumations took place there would be plenty of room for burial for some little time, but if burials continued there at the present pace the cemetery would soon have to be closed.

Mr. LAU CHU PAK moved that no restrictions be imposed on burials in the Mount Caroline Cemetery, and that when further extensions were no longer possible the cemetery should be closed.

Mr. Ho Kom Tong seconded, and the motion was agreed to.

## APPLICATIONS FOR EXHUMATION.

In connection with a number of applications for exhumation and reburial, Mr. LAU CHU PAK thought it would be well to refer these applications to the Select Committee.

The PRESIDENT moved that the Select Committee be empowered to deal with any application for exhumation other than those connected with the Colonial Cemetery.

Mr. LAU CHU PAK seconded, and the motion was carried.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 14th at 12.10 p.m.—The barometer has risen over Japan and the Bonins and fallen over the S. Loochoos, Formosa, S. China and the Philippines.

The typhoon over the Pacific is now situated to the S. of the Loochoos. It appears to be moving towards W. or W.S.W.

Pressure remains high over N. China and the N. part of the Sea of Japan.

Strong N.E. and N. winds may be expected in the Formosa Channel, and moderate N. winds along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: N. winds, moderate; fair to unsettled.  
Formosa Channel: N.E. and N. winds, strong.  
South coast of China between: Same as No. 1.  
Hongkong and Lamook: Same as No. 1.  
South coast of China between: Same as No. 1.  
Hongkong and Hainan: Same as No. 1.



## SUPREME COURT.

Tuesday, 14th September.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (Sir F. POTTER).

## A DEPORTATION CASE.

Mr. M. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, appeared to move for a writ of *habeas corpus* in respect of Sung Yan Chi, a Chinese woman detained in Hongkong gaol, and who, according to a declaration made by her brother, had lived all her life in Hongkong.

Mr. Slade moved for a rule directed to the Captain Superintendent of Police to show cause why he should not bring up the body of Sung Yan Chi before the Court to be discharged from custody. She was arrested three days ago on an administrative warrant. An order for banishment had been made against her, but no legal proceedings had been taken. She had actually been arrested and was detained not actually in gaol but at the Central Police Station. An order banishing her for five years had been made against her and she was about to be deported from the Colony. There were several Ordinances dealing with the question of banishment, the most important being Ordinance 1 of 1892, section 4 of which gave the Governor-in-Council power to banish an alien for five years. Under the Gambling Ordinance the Governor-in-Council had power to make an order of banishment for such period as he might think expedient against any alien who was a professional gambler or who was engaged in the promotion of gaming. The reason given for the deportation of this woman was that she was concerned with gaming. Both of the sections quoted confined the power of banishment to aliens, persons not being natural-born British subjects. The affidavits made it clear that she was born in Hongkong. She was born before registration.

His Lordship—How are you going to prove it? Mr. Slade—With the assistance of the brother and such other members of the family as can be found. I submit the onus of proof is on the Crown.

His Lordship granted the order and fixed the hearing for Thursday.

## AN EXECUTOR'S CLAIM.

Ng Tek Tong, merchant, of 77, Bonham Strand West, brought action against Wong Cheung Cho, of 35, Bonham Strand West, claiming as executor, under the will of Ng Kim Wan alias Ng Kim Guan, to have an account taken of the partnership dealings between the deceased and the defendant in the business of the Yuen Shing firm, of which business defendant was managing partner.

Mr. M. W. Slade instructed by Mr. C. E. Davis, appeared for plaintiff, and Mr. Elton Potter, instructed by Mr. P. M. Hedges, appeared for defendant.

A statement filed by plaintiff stated that Ng Kim Wan, a partner with defendant in the business, owned a quarter share of the business. Ng Kim Wan died on October 27th, 1899, but since his death no winding up of the business had taken place. In 1905 an account of the partnership dealings and of the profits due to the estate of the deceased was rendered to the family, showing \$17,792.74 to be due to the estate. No portion of that money had been paid, though repeated applications had been made, and neither had any account been furnished of the partnership dealings since that year.

The defence set forth was that after the death of Ng Kim Wan the business was carried on by the surviving partners with the consent of the family of the deceased, and that every year an account was taken of the assets and liabilities of the firm, and rendered to the family of the deceased. The firm ceased to carry on business after February, 1904, but the signboard was retained for the purpose of getting in outstanding debts. The business was wound up with the consent of the partners and it was found impossible to collect the debts due to the firm, which could not meet its liabilities. The original capital, amounting to \$40,000 was not only lost, but there were liabilities and debts due by the firm amounting to \$7,000.

Mr. Slade contended that as the death of Ng Kim Wan there was a debt due by the firm which could only have been discharged by a settlement.

His Lordship thought it was a case of "Heads I win, tails you lose." If the representatives of the deceased chose to leave the money in the business they did so in the hope of securing further profits.

Mr. Slade said they were in the position of debenture holders. He further argued that where a sum of money invested in a firm is declared by Act of Parliament to be a debt it requires some specific and definite agreement to be arrived at between the creditor on the one side and the debtor on the other to turn that debt into something entirely different. To hold, as his Lordship had done in a former case, that by merely leaving the money there, the deceased or his executor was deemed to have sacrificed his legal rights was to override by judicial decision the plain words of the Act of Parliament.

Mr. Potter contended that new partnership was carried on from the time of Ng Kim Wan's death until 1904. In that year one of the sons of deceased was a partner in the business, and he could produce evidence that after the death the partnership was carried on with the consent of the family and that one of the sons drew the interest which the estate was entitled to every year. In 1904 the family, seeing they were likely to lose money, withdrew from the partnership, and now they came before the Court and said they were entitled to their capital of \$10,000, notwithstanding that all the capital had been lost.

His Lordship reserved his decision.

## ANOTHER HABEAS CORPUS APPLICATION.

Another application for *habeas corpus* was presented by Mr. M. W. Slade, instructed by Mr. Otto Kong-Sing. In this the Captain Superintendent of Police was called upon to show cause why Sun A. Wan, at present detained in Victoria Gaol, should not be delivered from custody. A rule nisi had been previously granted and the case came on for hearing. Mr. C. G. Alabaster, instructed by Mr. H. L. Denny, appeared on behalf of the Acting Attorney-General (Sir Henry Berkeley K.C.), to show cause.

The affidavit signed by prisoner was to the effect that on June 10th last he was arrested on charges of armed robbery and murder alleged to have been committed in China. He was brought before Mr. J. B. Wood, and remanded from week to week until July 9th, pending, as he believed, the arrival of witnesses for the prosecution. On July 9th he was brought before the Magistrate for the purpose of identification, but of the two witnesses called for the prosecution one failed to identify him and the other was doubtful as to the identity. Subsequently he was informed through his solicitor that it was proposed to discharge him on the charge of murder. On August 4th he was brought before the Magistrate, presumably to be discharged, but he was again remanded because the necessary requisition for his surrender had not been made by the Governor. On August 10th he was discharged on the charge of murder. The Court sat within the precincts of the gaol and not in the Police Court. Immediately after he had been discharged and while still in custody at Victoria Gaol he was arrested on the charge of armed robbery. Prisoner denied both charges and claimed to be a political reformer.

Mr. Denny stated in his affidavit that the sittings were held in gaol entirely for the benefit of the prisoner, who was arrested in gaol in the presence of the Magistrate and two solicitors with the object that he might not be seen by witnesses in the other charge before identification. No evidence was brought before the Magistrate to show that prisoner had ever been a political offender or that the Chinese authorities wished to punish him for a political offence.

Mr. Slade said the Crown had the man illegally in custody and did not execute the warrant in a proper manner. The man never was discharged, and the warrant was executed upon him while he was in custody.

His Lordship remarked that a Magistrate could sit in a Court only.

Mr. Alabaster—The Ordinance says room of building. It says nothing about a Court.

His Lordship—But the Magistrate cannot turn a room into a Court without authority.

Mr. Alabaster—There is nothing in the Magistrate's Ordinance which appoints a Magistrate to sit in a Court only.

Mr. Slade—This was not a Court. It was only a courtyard.

His Lordship—The prisoner cannot be held to be discharged while he was yet in prison.

Mr. Alabaster—He was just as free as the Magistrate. The Magistrate was in prison and the solicitors were in prison, but they would certainly consider themselves free.

His Lordship—A man is not discharged until the term of the law is removed from him. The term of the law exists for the man while he is in prison, and he is not free from it until he is set out of it.

Mr. Alabaster—A man can be arrested in prison, my Lord.

His Lordship—I am not sure. That is another matter.

Mr. Alabaster—The Court sat in prison for the prisoner's benefit.

His Lordship—But it was utterly illegal.

When the Chief Justice asked later what steps had been taken to create a Court in Hongkong, Mr. Denny replied that the Court had moved into the Masonic Hall and into Jardine's buildings, but no proclamation was ever made. He believed a notice was inserted in the *Gazette*.

His Lordship said there should have been a proclamation. It was a most extraordinary thing.

Mr. Slade argued that there could be no double arrest. The first arrest continued until the man was released.

His Lordship—You cannot change the cause of arrest in prison. There must be a period.

Mr. Slade—An interesting moment. It is always done with most scrupulous care. It is a farce. The man is allowed to go outside.

Mr. Alabaster—For another reason. That is because it would be contempt of court to arrest him in Court.

His Lordship—No, no.

Mr. Slade—The man is allowed to go outside the Court.

His Lordship—He must have a free moment.

Mr. Slade—It must be a moment when he is technically free from restraint.

Mr. Alabaster—I make the point that there was a free moment.

Mr. Slade—Locked doors.

Mr. Alabaster—He was not in custody.

His Lordship—He was in prison.

His Lordship indicated that he would announce his decision before he delivered judgment.

## LATEST STEAMER MOVEMENTS

The P. & O. str. *Peshawar* left Singapore for this port on the 12th inst. at 4 p.m., and is due here on the 17th inst. at about 4 p.m.

The P. & O. str. *Palermo* is expected to arrive at Penang on the 28th inst. at 5 a.m.

The L.G.M. str. *Buclos*, which left here on the 5th inst. at 4 p.m., arrived at Singapore on the 13th inst. at 11 p.m.

The S.M. str. *Empress of Japan*, which left Hongkong on the 14th ult., and Yokohama on the 23rd ult., arrived in New York on the 12th inst., thus making a transit of 25 days from Hongkong and 19 days from Yokohama.

The C.P.R. str. *Empress of India* arrived Shanghai at 10.30 p.m. on the 13th inst., and left again at 8 a.m. same day for Hongkong, where she is due to arrive at 5 p.m. on the 16th inst.

The str. *Indraesha* left Singapore on the 10th inst., and is due here on or about the 16th inst. a.m.

## HAMBURG LETTER.

SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."

August 20th.

## THE STATE OF TRADE.

The revival of trade that was predicted at the beginning of the year is coming but slowly; there is, however, no longer that general feeling of depression observable that prevailed some time ago, and although complaints are still plentiful in business circles both on the Continent and in England, there are unmistakable signs of improvement: witness the favourable returns published by the British Government of exports during the month of July, which exceed the figures for the same month of the preceding four years, whilst export merchants here, too, admit that the demand from overseas is increasing. The stock exchanges likewise show greater activity with an upward tendency, owing to the abundance of capital seeking investment, and the cereal crops of the world promising a plentiful supply of food, it is to be hoped that cheap food and cheap money, those powerful economic factors, may bring about a brisk autumn trade. The United States have already taken the lead, and but for the uncertainty prevailing hitherto with regard to the new tariff, the improvement might have assumed greater proportions. Now that this question has been settled a fresh stimulus has been given to trade in that country, although the increased duties may for a time adversely affect the import business from Europe until a revision of the existing treaties of commerce shall have once more established a secure basis for calculating the cost. The political situation is regarded on the whole as peaceful, the difficulties between Turkey and Greece concerning the Island of Crete and the unsettled state of Persia being looked upon as local disturbances which the Powers will be able to deal with. The ever-recurring labour troubles are causing little apprehension, the general strike in Sweden seems to be on the wane and likely to end in complete failure in consequence of want of support from some of the leading trades and the energetic measures adopted by employers. Unfortunately, the strike in the building trades here in Hamburg continues and appears no nearer its termination than a fortnight ago.

## THE HUMBLE PENNIE.

Lord Chesterfield in one of his famous letters to his son remarks that "a gentleman never carries coppers." The same opinion seems to prevail amongst the owners of restaurants, cafés and other places of public entertainment, for in raising their prices to meet the increased indirect taxes they disdain to take the humble copper-coin into consideration, looking upon the little five pennings as the lowest additional charge they can make; thus they are asking five pennings more for a cup of coffee or tea than before the new tariff reform, although the increase in the duty is no more than ten and twenty pennings a pound respectively. For beer the exchange ranges from ten to fifteen pennings a litre, whilst brewers are satisfied with 4. per hectolitre, or four pennings a litre, which is already much in excess of the actual enhancement. The plea is that the new tax on lighting, on gas and electric lights, necessitates an advance of at least five pennings on all articles of consumption in restaurants, &c. The rise in the price of beer threatens to cause a regular beer war in several places. The tax that is perhaps more resented by the public is that on matches, an article hitherto considered of no value and treated as such; commoner sorts used to be sold at fifteen pennings a package. The price has now been raised to thirty-five, and the consequence is that the supplies which were hitherto found on the tables of all cafés, &c., *pro bono publico* have disappeared, and smokers are expected to light their cigars and pipes at small gas jets affixed to the counters. The consumption of imported cigars is likely to fall off considerably, as the additional duty comes to from 50 to 60 pennings a piece! There had been a brisk business going on in manufactured tobacco, chiefly cigars, before the new rates came into force on the 15th inst., retail dealers stocking heavily and large purchases being made for private consumption. It would, therefore, not be surprising if, for the first year at any rate, the tax were to prove disappointing to the Government.

## THE CONSUMPTION OF BEER.

A propos of beer, I may mention a somewhat surprising statement in one of our daily papers, according to which the consumption in the beer-drinking city par excellence, Munich, is decreasing considerably. The production of beer there in 1906 amounted to 3,252,316 hectolitres, in 1907 to 3,232,059 and in 1908 to 3,145,820; deducting the quantities sold elsewhere, viz., 1,603,604, 1,657,847 and 1,652,453, this leaves for home consumption 1,648,712, 1,584,122 & 1,493,367, or, taking the growth of the population into account, 303 litres per head in 1906, 287 in 1907 and 266 in 1908, whilst the mean in the eighties of the last century stood as high as 487 litres per head!

## THE SUFFRAGETTE MOVEMENT.

A procession of suffragettes in imitation of similar demonstrations in London is planned in Berlin for the 10th Sept., and will no doubt, be followed by others in some of the larger towns of Germany. It remains to be seen, however, what view the police authorities will take of it: Can the spread of the feminist movement have anything to do with the steady increase of suicides amongst women in Germany during the last fifteen to twenty years, whilst amongst men there has been a slight falling off? In 1893 25 females committed self-destruction to every 100 males; in 1897 the proportion was 25.3 to a hundred; in 1903 27.1, in 1904 28.5, in 1905 29.2, in 1906 32.6 and in 1907 31. The total in 1907 reached 12,777, of which 9,793 were men and 3,024 women, equal to 20.6 out of every 10,000 of the population.

## GUNNERY IN THE CHINA SQUADRON.

The Naval and Military Record publishes a photo of the *King Alfred's* record 12-pounder firing, made at the light of gunlayers' test by Salway, A.B.: 17 rounds 15 hits in 55 seconds, the gun being a 12-pounder 12 cwt. The account which accompanies the illustration of the target and the gunners states:—

On July 21st H.M.S. *King Alfred* (Capt. L. Clinton Baker) lying the flag of Vice-Admiral the Honble. Sir Hedworth Lampton, K.C.B., carried out her heavy gunlayers' test at Wei-haiwei with the following splendid results:—

92-INCH MARK VII. Rnds. Hits. After turret, James, C.P.O. ... 10 8 Fore turret, Middleton, P.O. ... 10 8 Total rounds fired, 19; total hits, 14. Average rounds per minute, 4.75; average hits per minute, 3.5.

6-INCH MARK VII. Rnds. Hits. Y.3. Scouting, gunner, R.M.A. ... 12 11 Y.4. Millor, gunner, R.M.A. ... 12 10 A.2. Salter, A.B. G.L. 3rd Class ... 11 8 B.4. Osborne, P.O. 1, G.L. 2nd Class ... 11 8 Y.1. Jeffries, gunner, R.M.A. ... 9 8 Y.2. Wrangles, bombardier, R.M.A. ... 8 8 B.3. Hayward, P.O. 1, G.L. 2nd Class ... 10 7 B.2. Pinder, L.S. G.L. 2nd Class ... 9 7 K.3. Topless, A.B. G.L. 2nd Class ... 11 6 K.1. Warren, A.B. G.L. 2nd Class ... 8 6 A.3. Budden, L.S. G.L. 2nd Class ... 9 5 A.4. Graevett, P.O. 2, G.L. 2nd Class ... 9 5 B.1. Brown, A.B. G.L. 2nd Class ... 8 5 X.4. Jago, C.P.O. G.L. 2nd Class ... 7 5 A.1. Martin, C.P.O. G.L. 2nd Class ... 4 4

Total rounds fired, 152; total hits, 109. Average rounds per minute, 9.5; average hits per minute, 6.81. The best individual score was 12 rounds 11 hits by Gunner Scouting, R.M.A., who secured great credit for this fine performance, which is undoubtedly a world's record. He was closely followed by Gunner Millor, R.M.A., with 12 rounds 10 hits, another very praiseworthy performance. In fact, Y.M. group, manned entirely by marines, were ahead of the other groups by a considerable amount.

The average hits per minute, 6.81, is so far a world's record, even defeating the renowned *Good Hope*, which when firing the flag of Sir Percy Scott, made an average last year of 5.6. Unfortunately the best gunlayer in each of the seamen group, i.e., A.S. B.1. X.1, had an accident of some kind or another, which could not possibly have been foreseen or prevented. Had these accidents not occurred the average hits per minute would have been really wonderful.

The Commander-in-Chief, Sir Hedworth Lampton, some time ago promised a cup to the gunlayer lieutenant of the ship that took first place in the China squadron. This he presented to Lieut. French, gunlayer lieutenant of the *King Alfred*, to whose untiring energy, combined with the officers of quarters and gun crews, this splendid result is due.

The *King Alfred* also made some splendid firing in the light of gunlayers' test, in which two guns created a world's record. The three best guns were:—

Salway, A.B. G.L. 3rd Class ... 17 15 Cameron, L.S. G.L. 3rd Class ... 15 15 H. Blaydes, A.B. S.G. ... 12 13

The last made a world's record for last year of 16 rounds, 14 hits.

The other ships of the squadron fired in turn, the results being:—

H.M.S. *Bedford*—112 rounds, 74 hits. Average rounds per minute, 9.33; average hits per minute, 6.16. This is especially good, being the *Bedford's* first firing this commission.

H.M.S. *Monmouth*—95 rounds, 69 hits. Average rounds per minute, 7.91; average hits per minute, 5.75.

H.M.S. *Kent*—113 rounds, 67 hits. Average rounds per minute, 9.8; average hits per minute, 5.58.

The above results give an average of 6.07 hits per minute for the China squadron. The excellent shooting from all ships under the command of Vice-Admiral Sir Hedworth Lampton is especially noteworthy, and should once again place the China squadron at the head of the list.

## THE CHINESE NAVY.

We learn from a Chinese contemporary that the Central Government proposes that the preliminary cost of the reorganization of the Navy, amounting to 18,000,000 taels, shall be met by the Provinces in four years and that the annual expenditure of 2,000,000 taels be also contributed by them. The latest news regarding the re-organization of the Navy is that Prince Tsai Hsin and Admiral Salway have decided to begin with the building of battleships and cruisers, the opening of Naval Ports and the drafting of a code of Naval regulations. The first order for men-of-war and guns will be divided between Messrs. Arnold, Karsberg and Company and a Japanese firm. A Special Board for Naval Affairs will be established in the Spring of next year.

## "NOTHING LIKE RUBBER."

Even if there be a decided reaction in rubber before the end of the year, and we do not expect that this will occur, says a *Financial Times* contemporary—the average for the year will suffice to give producing companies which have not sold ahead and which are consequently reaping the benefit of current quotations, an all-round profit of 50 per cent. On this basis, "Q" in the *Stech*, gives the following dividend estimates: Selangor, 250 per cent.; Bukit Rajah, 100 per cent.; Federated Selangor, 50 per cent. to 100 per cent.; Pataing, 100 per cent. to 120 per cent.; Highlands and Lowlands, 30 per cent. to 40 per cent.

## PRICE OF RUBBER.

RECORD AUCTION OF 140 TONS. The increasing demand for rubber, combined with the short supply, has driven the price up to famine prices, says a recent London paper. Articles made of rubber have increased in price from 20 to 60 per cent. during the last six months, and the price of the raw article has increased 100 per cent. in the last year. The "boom" showed little sign of dimming on the 19th ult., when the largest quantity of plantation rubber ever offered was sold by auction at the London Commercial Sale Rooms, Mincing-lane, E.C., rather over 140 tons being submitted.

A fair demand prevailed, and rates ruled slightly above private values, but a shade easier compared with the last public sales. Straits sheet, fair to fine smoked, sold at 7s. 3d. to 7s. 11d.; crepe, fair to good, 7s. 1d. to 7s. 9d.; clean to 6s. 2d.; to 6s. 6d.; scrap and pieces, 5s. 1d. to 5s. 3d.; Ceylon biscuit and sheet, 7s. 4d. to 7s. 6d.; Ceylon, 5s.; Lamaholud sold at 4s. to 4s. 1d.

A fair quantity of medium offered met with a poor demand, and was mainly bought in. The private market was steady, but quiet as the auctions engaged chief attention.

## THE TRADE OF AMOY FOR 1908.

Mr. Sundius, H.B.M.'s Consul at Amoy, in his annual report writes:—

Gross and net trade.—The gross trade of Amoy decreased in value from 3,060,942 in 1907 to 2,516,127 in 1908, and the net trade from 2,870,919 in 1907 to 2,387,915 in 1908. But the sterling figures are misleading, as there was a small increase in both the gross and net trade, when expressed in taels. Shipping.—In shipping it is pleasing to record a continued advance in the figures of British shipping, not only in numbers and tonnage of sea-going vessels, but in value of cargo. The Japanese ships of the Osaka Shosen Kaisha have been running at a heavy loss, partly owing to the boycott and partly owing to the gradual progress made by the Chinese flag. The following table shows the percentage of values carried in sea-going ships:—

Flag.	Imports.	Exports.	Total.
British	69.01	61.48	67.68
Japanese	18.22	12.80	17.28
Chinese	7.76	6.63	7.56
German	2.67	3.28	2.78
Other flags	2.34	15.81	4.70

The diminution in the number of foreign-owned inland water launches is to be noted, the cause being the exercise of greater care in the issue of foreign registers by the respective Consuls. The one important exception is the Spanish flag, the number of launches flying which has nearly doubled.

Imports.—The total value of foreign goods imported into Amoy in 1908 was 1,456,066 taels, of which 95,193 taels was re-exported, making the net value of the foreign imports 1,349,871 taels, a big increase on 1907. Articles of native produce were imported to the value of 836,086 taels, of which 33,019 taels was re-exported, leaving a net import of native goods of 803,067 taels, a 50 per cent. increase on 1907. The import of opium continues to advance very satisfactorily, American being 77 per cent. above that of 1907 and German 38 per cent. Sumatra oil shows a falling-off, owing to a large amount having been delivered at the end of 1907. All other items, with the exception of grey shirtings and Turkey-reds, which show a slight increase, are either stationary or on the downward track.

Exports.—The district tapped by Amoy produces very little of any value. The value of the local exports in 1908 was 234,961 taels, as against 457,204 in 1907.

Trade under transit pass.—The value of goods sent inland under transit pass continues to decrease rapidly, as evidenced by the following figures:—

	1905.	1906.	1907.	1908.
Inward	234,075	248,926	168,861	80,491
Outward	45,073	36,260	39,208	24,327
Total	279,148	285,186	208,069	104,818

Emigration.—The following table gives the number of emigrants from Amoy to the Straits Settlements and Hongkong during 1908. The number was affected by the fact that cholera made its appearance in Amoy in July, and quarantine was declared at Singapore against vessels proceeding from this port:—

Flag.	Vessels.	Pass'gers.	Vessels.	Pass'gers.
British	63	58,356	51	44,212
German	12	10,656	10	6,839
Dutch	15	9,094	3	1,571

Total ... 90 ... 78,106 ... 64 ... 52,622

The addition of the States of Kedah, Kelantan and Trengganu, all practically undeveloped, to the Federated Malay States coupled with the unmet demand in the price of plantation rubber, will probably create a considerably increased demand for Chinese labour in those parts. Amoy, being the chief source of such labour, should reap some benefit.

Openings for British trade.—The railway which is to connect Amoy with the manufacturing centre of Southern Fukien, Changchong, has made very little progress. The directors have not yet decided to invite tenders for any of the necessary plant, but several firms, British and others, have approached them with a view to placing orders for bridge material, rolling-stock, &c. All have met with an apparently favourable reception, but so far directors have not pledged themselves to any definite contract. The inference is that the capital required for such purchases is not forthcoming. There is no doubt that this railway will be constructed before long. There is one very important bridge, some 300 yards in length, which from the nature of the bed of the river which it crosses, will have to have very deep and solid foundations. This will call for the best material and workmanship.

A project for lighting Amoy by electricity has been mooted for some time, but has not yet assumed any concrete form, probably owing to want of capital. Other projected schemes are the working of coal mines at Changchou as soon as the railway reaches that place, and the dredging of the Changchou River, and the establishment of a porcelain factory on Quemoy Island. During the year under review a telephone service was established in Amoy City, and it is proposed to link up the system with that of Kulangan by a submarine cable across the harbour.

General observations.—With the exception of opium, cotton, yarn, mineral oils and a small quantity of piece-goods, the trade of Amoy is entirely in the hands of Chinese and Japanese. The improvement of the harbour at Keelung in Formosa, and the consequent diversion of the tea trade from Amoy has been a severe blow to the European firms at this port. In 1908 of 446,000 half-chests of tea only 500 were transhipped at Amoy, the vast majority being shipped direct from Formosa to the United States. In former days every package would have passed through the hands of the merchants and shippers of this port. Firms which used to ship their tea by thousands of half-chests are now reduced to a meagre export of joughal bulks which now constitute the most important item of the export list, although the amounts are not shown in the customs returns. Firms which had no shipping or banking business to supplement their particular trade have dropped out; all have had to reduce their establishments; and it is lamentable to those who knew Amoy in the days of its prosperity to see how house after house is passing into native hands. The one chance of rehabilitation lies in the possibilities of the port, the best harbour on the coast, being selected as the southern base of the Chinese navy. This has been in contemplation for some years. Should the idea materialize, extensive harbour works, such as docks, wharves, tidal basins, &c., would become necessary, the materials for which the Chinese would not be able to produce themselves, even if they were in a position to undertake the engineering work involved.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

# THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION IN ALL PIANOS WE IMPORT

## STAMPING THEM IN EVERY WAY SUPERIOR VALUE BUILT THROUGHOUT FOR THIS CLIMATE. ROBINSON PIANO CO., LTD.

## THE "LUCANIA'S" FIRE.

A disastrous fire broke out on August 14 on board the famous Cunarder, the *Lucania*, whilst the vessel was lying in the Hunsicker Dock, Liverpool. After raging for sixteen hours the flames were extinguished by submerging the vessel until she settled on the bottom of the dock.

The fire was discovered just after 7 o'clock, and it is believed to have originated in the saloon galley. The Liverpool Fire Brigade turned out, and on arrival at the dock they found that the first saloon, a fine apartment, as the vessel has accommodation for 400 first-class voyagers, was burning freely from one end to the other.



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.O. 18th Ed-Lieber's.

P.O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE

WE HAVE This Day OPENED a Branch Office at Ingram Court, 176, Fenchurch Street, London, E.C.

LOWE, BINGHAM & MATTHEWS.

Accountants and Auditors.

Hongkong, 3rd September, 1909. [1203]

## NOTICE

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5 P.M. every day, commencing from 15th September, for one month only, owing to our FASTING HOLIDAYS.

## HOOSAIN-ALI &amp; Co.,

14, Queen's Road Central.

Hongkong, 15th September, 1909. [41]

## FROM EUROPE.

## THE H.A.L. Steamship

## "LIBERIA"

Captain Knisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extraordinary Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

## HAMBURG-AMERIKA-LINIE,

Hongkong Office.

Hongkong, 14th September, 1909. [1204]

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the WEI SANG COMPANY, of No. 266, Des Voeux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 23rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

The representation of two flying bears rampant facing each other with wings outstretched and with two tails each, the forelegs supporting a shield within which is depicted a monogram containing the letters "W. S. Co." on the top of the shield device is a scroll containing the Chinese characters "雙熊商標" meaning "Two flying bears mark" and below the shield are the words "WEI SANG COMPANY", the whole of the mark is surrounded by an ornamental border containing flowers and fruits and is commonly known as the Griffin Brand.

in the name of the Sole Proprietors thereof. The Trade Mark is intended to be used by the Applicants forthwith in respect of the following Goods:

FLORIDA WATER and all kinds of perfumery and other toilet preparations, in Class 43. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDREING, BARLOW & MORRELL,

Solicitors for the Applicants,

10, Queen's Road Central.

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the KWONG HOONG FAT firm of No. 266, Des Voeux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 23rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

The representation of a landscape depicting the side of a hill, a river, a cotton tree with cotton leaves and flowers on its branches, and a stag standing thereon with two harts flying above: above the device are the words "KWONG HOONG FAT" and the Chinese characters "福祿壽" meaning "Fortune, Prosperity, and Longevity" and below the mark are the words "Cotton Tree"; and

The representation of a Chinese vase or flower pot containing an orange tree with oranges and leaves attached to its branches and a Chinese Jade Churn lying behind the vase or flower pot. Above the said device are the words "KWONG HOONG FAT", below which is a scroll containing the Chinese characters "如意吉祥" meaning "a jade and orange (lucky auspices according to your wishes). Below the mark are the words "Orange Brand".

in the name of the Sole Proprietors thereof. The Trade Marks have been used by the Applicants since the year 1907, in respect of Flour, in Class 42.

Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDREING, BARLOW & MORRELL,

Solicitors for the Applicants,

10, Queen's Road Central.

965

## PUBLIC COMPANIES

## DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 25th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 8th September, 1909. [1185]

## HONGKONG COTTON SPINNING WEAVING AND DYING CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 25th September, at 11.30 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th September, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 8th September, 1909. [1186]

## GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND OF THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 13th to the 25th September, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th September, 1909. [1176]

## HONGKONG CLUB.

## NOTICE.

THE SIXTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896) of the Hongkong Club, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock A.M., on SATURDAY, the 18th September, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK,

Secretary.

Hongkong, 2nd September, 1909. [1148]

## HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on THURSDAY, the 23rd inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD,

Secretary.

Hongkong, 7th September, 1909. [1175]

## HONGKONG FOOTBALL LEAGUE.

THE ANNUAL MEETING will be held at Y.M.C.A. Rooms, on FRIDAY, Sept. 17th, at 5.30 P.M.

Business: To receive Secretary's Report. Any other business brought forward.

Entries for League Close on FRIDAY, Sept. 17th, at 5.30 P.M.

ALEX. R. STORRIE,

Hon. Secretary.

Hongkong, 15th September, 1909. [1195]

## HONGKONG JOCKEY CLUB.

## NOTICE.

MEMBERS wishing to put down for Subscription Offices for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

## REMOVAL.

I HAVE REMOVED my Office to No. 41, WYNDHAM STREET.

H. M. H. NEMAZEE,

Hongkong, 14th September, 1909. [1201]

## TENDERS are invited for the Supply to

H.M. Naval Yard of the undermentioned

TIMBER MATERIALS for one year from

18th October, 1909, viz.:

TRAIL

AMERICAN FIR

OREGON PINE

CANTHAR WOOD

HARDWOODS

OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. A deposit of One Hundred Dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The Tenders, which will be received till Noon on 2nd proximo, should be sealed and addressed to the NAVAL STORE OFFICER, H.M. Naval Yard.

The lowest or any tender will not necessarily be accepted.

Hongkong, 15th September, 1909. [1196]

## THE VIENNA CAFE COMPANY, LTD

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

## BEG to notify the Public that a modern and

up-to-date BAKERY and CAFE under

exclusive European Management will be

opened at the above entirely rebuilt and

modernised premises, on

SUNDAY, THE 19th INSTANT.

The Latest Sanitary Improvements Employed.

Strictest Cleanliness all over the place.

Use only First Class Flour and other Material.

The Company has secured the services of

Messrs. J. SOMMER and A. SOLOVOWITZ, for

the Bakery and Confectionery Departments.

The long experience of both Gentlemen in

up-to-date Establishments on the Continent is

the best guarantee that only the best ever

produced in the Colony will be supplied.

The Franchise of the Public is respectfully

solicited.

Hongkong, 14th September, 1909. [1202]

## INTIMATIONS

## THE COMMITTEE OF THE HONGKONG CRICKET CLUB

## HAVE ARRANGED A

## PROMENADE CONCERT

Under the Distinguished Patronage of

H.E. SIR L. LUGARD, K.O.M.G., C.B., D.S.O.,

and THE COMMODORE,

To be held

IN THE GROUNDS OF THE CLUB,

On SATURDAY, the 18th September, 1909,

at 9.15 P.M.

By kind permission of Lieut.-Col. BAYARD,

D.S.O., and Officers, the Band of the "Halls,"

conducted by Bandmaster Hayett, will assist.

The following Ladies and Gentlemen have

promised to assist:—Miss GARLIC POTTS,

Messdames BADLEY and BELLIOS; and

Messrs. HANNIBAL, HONE, CARROLL, G. P.

LAMBERT and WORCESTER.

TICKETS ... .. \$1.00

May be obtained from any Members of the

Club or—

The Robinson Piano Co., Messrs. Montre &

Ltd., Co., Ltd.

The Hon. Secretary of the Kowloon Cricket Club.

A Late Car will run to the Park.

Hongkong, 13th September, 1909. [1187]

## HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fees \$5, and the Annual Subscription \$2.00. Any respectable Scotoman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

## E. R.

## COLONIAL SECRETARY'S DEPART.

## MENT.

## HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that

SEALED TENDERS will be received

at the Colonial Secretary's Office, Hongkong,

all Noon on THURSDAY, the 30th of Sept.,

1909, for the purchase of the privileges known

as the Opium Farm, established under the

Opium Ordinance, 1907, that is to say, the sole

privilege of preparing opium and of selling

within the Colony (including the Territories).

Opium so prepared, inclusive of the privilege of

collecting dress and of preparing and dealing in

Dress Opium, for three years from the 1st of

March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer and the conditions of tendering and form of

grant have been published in the GOVERNMENT

GAZETTE, a Notification No. 545 of the 3rd

September, 1909.

Government Notifications Nos. 401 and 501 of

1909 are hereby cancelled.

A. M. THOMSON,

Colonial Secretary.

Hongkong, 3rd September, 1909. [1180]

## TO LET.

## TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [1035]

## TO LET.

DUNHAYN, 33, ROBINSON ROAD.

Apply to—

HO U MING,

81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177]

## TO LET.

ONE LARGE OFFICE ROOM, No. 1,

Prince's Building, 11, Floor.

ONE SPACIOUS GODOWN, No. 125,

Wanchai Road.

Apply to—

REUTER, BRÜCKELMANN & Co.

Hongkong, 1st July, 1909. [911]

## OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions,

from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON,

Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about

October at present in occupation of

Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [918]

## TO LET.

NO. 1, OBSERVATORY VILLAS,

Kowloon. Five-Roomed House; Electric

Light and Tennis Court.

"BRANEE BUNGALOW," Kowloon. A

Small Garden attached. Moderate Rental.

HOUSES IN LYOMON VILLAS,

Kowloon.

Apply to—

ABRAHAMSON, Y. APCAR & Co.,

14, Des Voeux Road.

Hongkong, 24th August, 1909. [399]

## TO LET.

NO. 2, ELLIOTT CRESCENT, ROBIN-

SON ROAD, Six Rooms House, with

Orchard, Commanding a Fine View of the

Harbour.

Apply to—

F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909. [93



## AUCTION

## PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-DAY (WEDNESDAY), the 15th SEPTEMBER, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee House Street, HIGH CLASS GOODS.

Comprising:—  
HUCKABACK TOWELS, TURKISH TOWELS, BATH TOWELS, GLASS, KITCHEN and PANTRY CLOTHS, HAND-EMBROIDERED BEDSPREADS, TOP SHEETS, PILLOW CASES, IRISH LINEN DOUBLE DAMASK TABLE CLOTHS with SERVIETTES, HEM STITCHED SHEETS, White and Cream LACE CURTAINS, 3 yards, 34 yards and 4 yds. long; MARCELLA TOILET QUILTS, CARPETS and AXMINSTER RUGS, WHITE LAWN UNDERSKIRTS, SKIRTS, DRESS LENGTHS, FLANNELS, HANDKERCHIEFS.

An Assortment of WINERY BLANKETS and GENTS' SUIT LENGTHS.  
(The above are all New Goods.)  
Catalogues will be issued.  
Terms:—As Usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 11th September, 1909. [119]

## ASAHI BEER

## SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.  
[1128]

## BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.  
Address:—"GOOD VIEW,"  
Care of "Daily Press" Office.  
Hongkong, 14th September, 1909. [50]

## GRACA &amp; CO.

No. 27 DES VAUX ROAD,

Dealers in

POSTAGE STAMPS

AND

PICTORIAL POST CARDS.

Just Received, a Selection of

POSTAGE STAMP ALBUMS.

WITH MOVABLE LENS.

Duplicate Pocket Books, Magnifying Glasses,

Watermark Detectors, Nickel Trimmers,

"Peerless" Stamp Hinges, &c., &c., &c.  
Inspection Invited. [910]

## AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 558G. at 36, 37 and 37.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 25th October, 1906. [623]

## DAVID COSSAR &amp; SONS

MERCHANT NAVY

NAVY BOILED

RELINCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.  
Sole Agents.  
[674]

## SINGON &amp; CO.

IRON STEEL METAL AND HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 &amp; 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' &amp; GENTS' BOOTS

&amp; SHOES.

A. TACK &amp; CO.

PHOTO-SUPPLIES.

26, DES VAUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]



When you are over-  
heated, thirsty and tired,  
drink

## Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—  
Unsweetered, i.e., Plain Lime Juice.  
Sweetened, i.e., Lime Juice Cordial.  
Agents—A. C. Watson & Co., Ltd. Hong Kong.

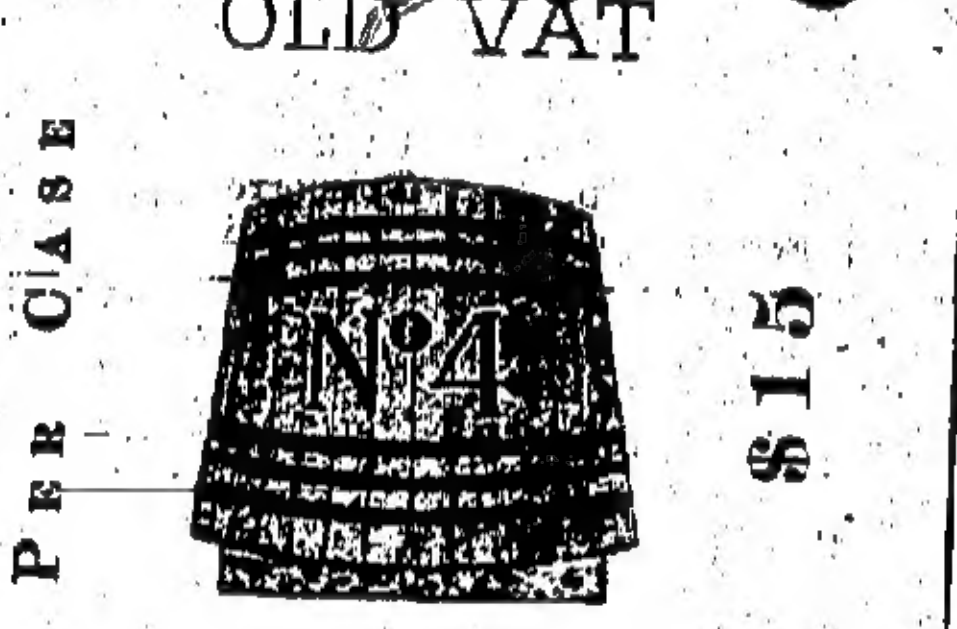
040

## KEATING'S LOZENGES

CURE THE WORST COUGH  
SOLD IN BOTTLES EVERYWHERE.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

## THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1850.

## SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA &amp; MANILLA.

A. S. WATSON &amp; CO., LTD.

[1033]

## APIOLINE (CHAPOTEAUT)



## LADIES' SAFE

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

122-3

## THE NEW FRENCH REMEDY.

THERAPION

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

## FASHIONS AND FANCIES.

## TRAVELLING OUTFITS.

How easy it would be to go visiting if Nature had clothed us in something as discreet and proper as fur, or leather, or hair! Birds and beasts when they want a little change have no further trouble than to remove themselves by whatever natural means of wing or foot that they have, to whatever spot they wish to visit. There is for them no anxious overhauling and altering of wardrobes, no choice of what to take and what to leave, no packing of creasable frocks, no trouble with hat-boxes, no cabs to the station and excess luggage-rate when there—in fact, none of the paraphernalia which makes it so difficult for the average woman to get away comfortably. Suppose we had nothing to do but uncoil ourselves from a heart-rug, yawn, stretch ourselves, wig our tail, and start? What travellers we should all be!

THE TYRANNY OF THE SUPERFLUOUS.  
There is no doubt that we make things much worse for ourselves by allowing our foresight to get the better of us. We think of every kind of contingency, and try to provide for all. The result is that we are burdened with all sorts of superfluities; we find it so difficult to remember that, after all, Life is usually simpler than we expect, and that even if we do appear in a tailor-made when everyone else is in a frock we do not look half as strange as we feel. The result of taking too much with us is a great deal of trouble in packing and unpacking, and a strong probability of spoiling our clothing.

THE QUESTION OF HATS.  
This year, the hat-box is in every sense the principal item of our luggage. Its size is alarming, to begin with. I know one woman who in going away packed all her clothes in her hat-box and all her hats in her trunks. It was the only way to accommodate them. The hats with wreaths of flowers round the crown are easily managed, as the wreaths can be removed and possibly packed inside the hat. Half an hour's work at the other end will restore them to their first beauty. Curved brims should be carefully packed, with wads of tissue paper to support them where they rise, or, still better, unfolded stockings, handkerchiefs, &c., arranged to follow the eccentricities of the brim. But it is a mistake to take too many hats; they are really more trouble than they are worth. Four ought to be plenty for the summer stay—a travelling and morning hat, an afternoon one, a festive or garden-party one, and a little leather sunbonnet for motorcycling. A velvet side-hunter's cap, with a plait of leather, will be useful for the moors, or wet days, and, like the sunbonnet, it folds into nothing.

COATS AND CLOAKS.  
The travelling coat of tweed is usually left out of the packing arrangements, as even if it is not worn on the journey it is carried. The cost of the indispensable tailor-made will often do for wearing with cotton frocks on rather dull days. A motor and the only other overwrap necessary is a loose garment of thin cloth, in some pretty colour, which will do alike for driving, garden party, or evening wear.

FROCKS AND BLOUSES.  
An ideal outfit for a round of visits consists of an irreproachable blue serge coat and skirt, well-made and smart—the kind of costume which, if every one else is differently clothed, makes them all feel in the wrong instead of oneself—half a dozen blouses, two of embroidered lawn, two of coloured lawn, two of heavy washing silk, and possibly a couple of odd ones in coloured net; three cotton or other washing frocks, two light and one dark in colour; a pretty voile for afternoon, a garden party gown which also does for quiet evenings, and a half and a full-dress costume. It is not so easy now to have two bodies to one skirt, for many of the frocks are made in one piece, but on the other hand, these pack more easily, and go into much less space than separate bodices and skirts.

THE ETOILETTES.  
Princess petticoats are the most practical for travelling, as they are easy to pack, and save combs. These in silk or alpaca with detachable frills are invaluable. Show are a difficult item in the packing this year, since they are in different colours for the different gowns. They should be arranged in a layer at the bottom of the box, with small soft articles packed in and between them.

LAID-UP-SAVING N. TROUS.  
The old-fashioned trunk is used less and less; up-to-date luggage now consists of a hat-box, a cupboard-trunk, and a box arranged in drawers or shelves. The hat-box arranged for itself; the cupboard-trunk is a treasure. The dresses hang in it as in a cupboard, without crushing or any possibility of weight coming on them. The trunk is set up on end at the destination, and its lid then forms a cupboard door, so that it makes a miniature wardrobe. This means that one need never unpack wholly, but simply take out the necessary frock and when it is put back, it is ready for the next move. In the same way, the drawer box is a miniature chest of drawers, and need not be unpacked. The bottom layer is devoted to shoes, if possible in boxes marked with the description of the contents on the end, as in a bootmaker's shop. Then there is a drawer for underlinen, the next is for blouses, and the top one is divided into compartments for veils, gloves, handkerchiefs, &c. Clever people convert old-fashioned trunks into these by cardboard shelves. Any trunkmaker will make the front or side to open like a flap.

DAINTY WAYS OF PACKING.  
The uses of the newspaper will deny; but it is after all a flimsy material with which to deal, and is more useful for stuffing sleeves than for separating the layers of packing. Embroidered squares of lawn, with the name of the article to be found beneath them, are very dainty, and sometimes these squares consist of two thicknesses of muslin, with lavender between them. These simplify very much the search for necessary articles in a deep box without shelves; for the things can be lifted out in layers without disturbing them. In these days of short visits, anything that tends to save the time and trouble of constant packing and unpacking is a benefit. It stands to reason that clothes suffer when they are forever being refolded.

THE BEST MATERIALS AND COLOURS.  
Linen is a heart-breaking thing to take with one; it crushes at once, and then looks soiled. Cambric and lawn frocks are fairly practicable, but light woollen delaines, &c., are the hardest of any. Voile is good, and soft silk also. Soft satin travels well, if of good quality. Blue and pink are good country colours; mauve and heliotrope are very pretty, but should never be worn on sunny days, or they will fade at once. At the seaside they are impossible. Striped frocks keep cleaner longer than plain or flowered ones. Gowns with hems of some dainty lace, especially if the rest are of some good quality, will make a visitor independent of the slowness of the laundress, and save her the trouble of taking a great many extra blouses.

When a series of short visits is in contemplation, these preparations for washing out blouses and scarves, &c., should never be omitted. One cannot arrive on Saturday with a bundle of soiled blouses to be washed, when one is leaving on Monday! Some people make arrangements with their home laundress to wash their things and return them by post as soon as may be. —X. AND Z. in the Globe.

## THE BAIKAL RING-RAILWAY.

A SECOND TRACK TO BE LAID DOWN.

It is reported from Irkutsk that a start with the work of doubling the railway track round the southern end of Lake Baikal will be made at the latest next year. The project is meeting with a certain amount of opposition owing to the peculiar nature of the rocky coastline of the lake, and the Ministry of War points out that there is a great deal of danger involved in laying down a double line of rails at a distance of only about 70 miles from the Mongolian frontier, in case of trouble with China, it would be such an easy matter to blow up one of the many tunnels, and thereby make the railway useless for months.

## UNBORN CAPTAIN'S CHOCOLATE.

INCIDENTS OF THE NEW YORK CUSTOMS.

New York has been offering satirical comment on the remarkable measures which are being enforced with the object of preventing petty smuggling. Captain Turner, of the *Lusitania*, was escorting a young niece ashore (says the *Daily Mail*, correspondent), when he was stopped because his niece was munching chocolate, half a pound of which was confiscated, to be returned later, with an apology. Captain Finch, of the *Arabic*, was subjected to even greater indignity, being searched in his own ship because the official suspected him of carrying contraband in his pockets. The search was naturally fruitless.

In the case of the captain and surgeon of the *Adriatic*, the officials were more successful. They were stopped as they left the liner, and a bottle of rum was discovered in their valises. Both the officers were forced to undergo the humiliation of a visit to the appraisers' office, where the cigars were confiscated and the duty was collected on the whisky.

An officer of the *Furberia*, who was carrying a light overcoat on his arm, was peremptorily informed that he must either leave the garment on the pier or aboard. After much expostulation the officer donned the overcoat and was permitted to pass ashore. Another officer, in whose pocket gleamed silk handkerchiefs, was ordered to return and have the handkerchiefs marked with the Customs seal.

## INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.  
JOHN D. HUMPHREYS & SON,  
Hongkong, 15th August, 1909. [1083]

## NORTH BRITISH AND MERICAN

TILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908

£19,121,310.

I. Authorized Capital ... £5,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, 14th August, 1909. [908]

## APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the

Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE—A Wineglassful in the morning

before Breakfast. [958-2]

## MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK."

A. I. A.B.C., and Engineering Code Use

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet

Length on Blocks ... 714 "

Width of Entrance on Top ... 962 "

Width of Entrance on Bottom ... 862 "

Water on Blocks at Spring Tides ... 342 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tides ... 62 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tides ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

THE COMPANY has the powerful steamer

"OUBA-MARU" (712 tons, 700 I.H.P.),

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service. Special Notice. [805]

## For your comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

## Guarded against

Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal

Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from

Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING,

## BOVRIL

No matter what we may say about Bovril, nothing can speak so strongly to you as an actual trial of Bovril itself.

Bovril contains all the goodness of prime beef in highly condensed form.

## SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

## SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kong Maru" and "Sakiko Maru" (2,877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday Monday or Sunday
Lv. — "Kong Maru" ...	11 a.m.	Sunday	Friday
Lv. — "Sakiko Maru" ...	8.50 p.m.	"	"
Lv. — "Kong Maru" ...	9.15 p.m.	"	"
Lv. — "Sakiko Maru" ...	5 a.m.	Monday	Wednesday
Ar. — "Kong Maru" (Russian Train)*	6.55 a.m.	"	Saturday
Ar. — "Sakiko Maru" ...	3 p.m.	"	"

Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Pet'g.

## SOUTH-BOUND.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	Arrive—Changchun	9 a.m.	Thursday Saturday
Lv. — "Kong Maru" ...	6 p.m.	"	Sunday
Ar. — "Sakiko Maru" ...	7 p.m.	"	"
Ar. — "Kong Maru" ...	2.10 a.m.	Wednesday	Friday
Ar. — "Sakiko Maru" ...	2.30 a.m.	"	Sunday
Ar. — "Kong Maru" (Steamer) ...	12.30 p.m.	"	"
Ar. — "Sakiko Maru" ...	afternoon.	Friday	Sunday Tuesday

\*Russian Train time is 23 minutes earlier than S. M. R. time.



## VESSELS ADVERTISED AS LOADING

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

### 1. From Green Island to the Harbour Master's.

LONDON &c. via **USUAL PORTS OF CALL** ..... 011  
LONDON & ANTWERP ..... 012  
ROTTERDAM & HAMBURG, via STRAITS, &c. .... 013  
ROTTERDAM & HAMBURG via STRAITS, &c. .... 014  
HAYRE & HAMBURG via STRAITS, &c. .... 015  
HAYRE, BREMEN & HAMBURG, &c. .... 016  
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c. .... 017  
MARSEILLES, &c. via PORTS OF CALL ..... 018  
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. .... 019  
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c. .... 020  
MARSEILLES, ANTWERP & HAMBURG &c. .... 021  
COPENHAGEN & BALTIC PORTS ..... 022  
GENOA, MARSEILLES, LONDON, & ANTWERP &c. .... 023  
CALLAO, IQUITQUE &c. via JAPAN PORTS, &c. .... 024  
TRIESTE, &c. via SINGAPORE, &c. .... 025  
NEW YORK, GENOA, LONDON & ANTWERP ..... 026  
NEW YORK via PORTS & SUEZ CANAL ..... 027  
NEW YORK ..... 028  
BOSTON & NEW YORK ..... 029  
VANCOUVER via SHANGHAI JAPAN, &c. .... 030  
VANCOUVER via SHANGHAI JAPAN, &c. .... 031

## 2. From Harbour Master's to Blake

[illegible]

**Pier. 3. From Blake Pier to Navy**

WENSHAN, WENSHAN, WENSHAN	...	...	...
WEIHAIWEI, CHEFOO & TIENTSIN	...	...	...
SHANGHAI, KOBE & YOKOHAMA	...	...	...
SHANGHAI	...	...	...
SHANGHAI YOKOHAMA & KOBE	...	...	...
SHANGHAI	...	...	...

4. From Naval Yard to

SHANGHAI  
SHANGHAI, YOKOHAMA, KOBE & MOJI  
SHANGHAI, MOJI, KOBE & YOKOHAMA  
SHANGHAI, MOJI & KOBE  
SHANGHAI  
SHANGHAI  
SHANGHAI  
SHANGHAI, CHINKIANG  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA  
SHANGHAI  
SHANGHAI, YOKOHAMA & KOBE

**East Point.**

[illegible]

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MANILA 321 1100 000 400 200 100 070 000 001 010  
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 CEBU 1100 000 400 200 100 070 000 001 010  
 KUDAT & BANDARAN 1100 000 400 200 100 070 000 001 010  
 BOMBAY VIA SINGAPORE & COLOMBO 1100 000 400 200 100 070 000 001 010  
 SAMARANG & SOERABAYA 1100 000 400 200 100 070 000 001 010  
 SINGAPORE, PENANG & CALCUTTA 1100 000 400 200 100 070 000 001 010  
 SINGAPORE, PENANG & CALCUTTA 1100 000 400 200 100 070 000 001 010

# MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FOR	STAMENES	TO SAIL
KUDAT & SANDAKAN ... ..	"BORNEO" Capt. F. SERRILL	{ Thursday, 16th Sept, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... ..	"LUEZOW" Capt. C. DEWEES	{ About Wed'day, 22nd September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ... ..	"DERFFLINGER" Capt. E. ZACHARIAH	{ Saturday, 25th Sept., at 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... ..	"PRINZ SIGISMUND" Capt. D. LENZ	{ Friday, 8th Oct., at D'light
YOKOHAMA & KOBE ... ..	"COBLENTZ" Capt. H. RAEDERER	{ About Saturday, 16th October.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & } YOKOHAMA " " " " }	"SYDNEY" Capt. X.	On 27th Sept. P.M.
MARSEILLES VIA PORTS }	"POLYNESIE" Capt. Broc	On 28th Sept., 1 P.M.
SHANGHAI, KOBE & } YOKOHAMA " " " " }	"TOURANE" Capt. Lancelotti	On 11th Sept. P.M.
MARSEILLES VIA PORTS }	"OCEANIE" Capt. Sellier	On 12th Sept., P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia ; at Colombo for Calcutta, Bombay and Australia ; at Port Said for the Levant, Constantinople and Black Sea Ports ; at Tientsin to Hankow, via Peking, from 27th Dec. up to 27th Dec. at Hankow. Railway from Marseilles to London. Interpreters meet Passengers on their arrival at Marseilles.

For Further Particulars, apply to—

**P. DE CHAMPMORIN, AGENT,**

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD,**  
**MELCHERS & Co.,**  
**GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 11th September, 1909.

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**THE BANK LINE LIMITED.**

---

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

**VANCOUVER. B.C. TACOMA & SEATTLE**

VIA

**MOJI, KOBE AND YOKOHAMA.**

**CANADIAN PACIFIC RAILWAY CO'**  
ROYAL MAIL STEAMSHIP LINE.  
"EMPRESS LINE."

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotter	On 30th September.
OCEANO	4,657	F. W. Davies	On 21st October.
* KUMERIC	6,232	J. Mathie	On 18th November.

<p>From Hongkong.</p> <p>“MONTEAGLE” SATURDAY, 18th Sept.</p> <p>“EMPRESS OF INDIA” SAT., 25th Sept.</p> <p>“EMPRESS OF JAPAN” SAT., 16th Oct.</p> <p>“EMPRESS OF CHINA” SAT., 6th Nov.</p> <p>“Empress”</p>	<p>From Quebec, or St. John, N.B.</p> <p>“EMPRESS OF IRELAND” FRI., 22nd Oct.</p> <p>“ALLAN LINE” FRI., 12th Nov.</p> <p>“EMPRESS OF BRITAIN” FRI., 3rd Dec.</p> <p>Steamships leave HONGKONG at 6 P.M.</p>
--	---

\* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**

For further information apply to

**DODWELL & CO., LIMITED,**  
**GENERAL AGENTS.**

Hongkong, 31st August, 1909.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate (on Steamers) ..... " " \$43 " \$45.  
" " and 1st Class Railway ..... " " " " " "

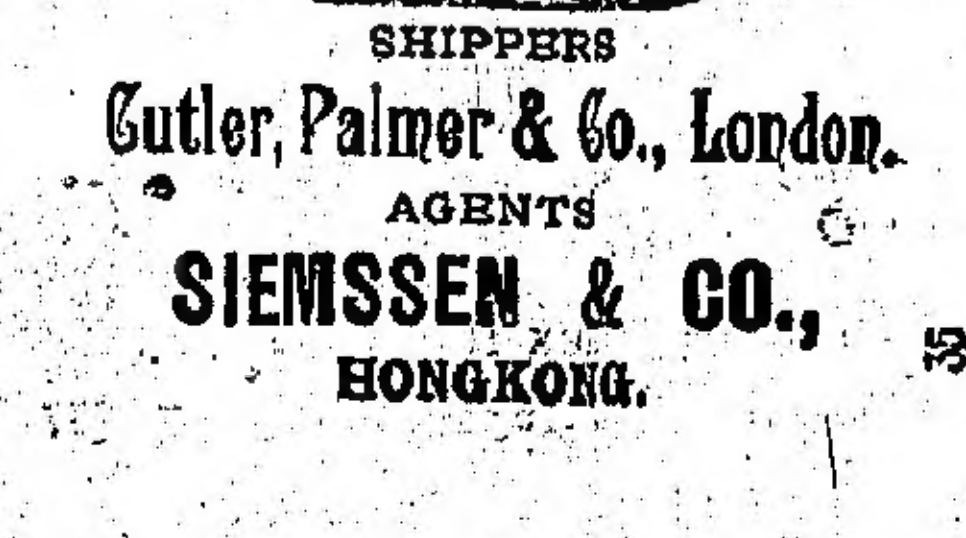
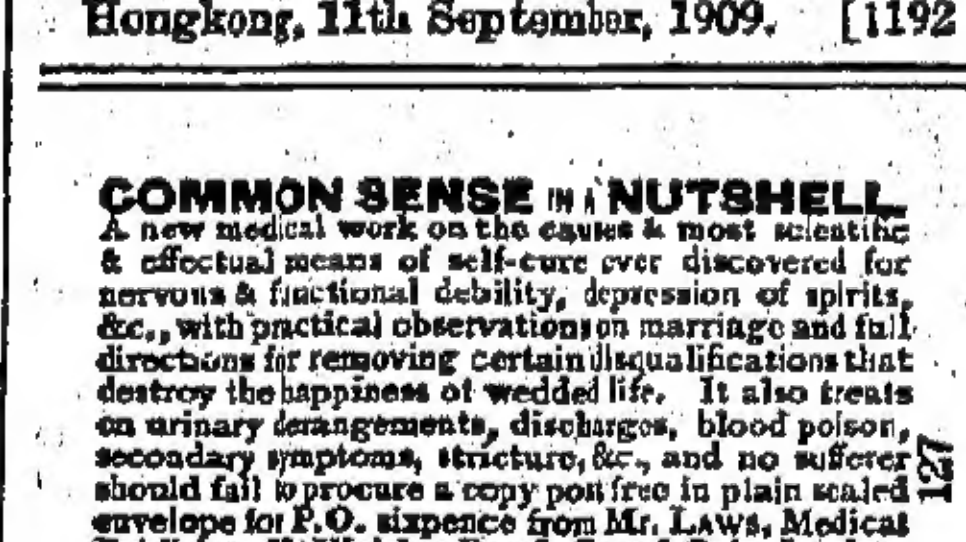
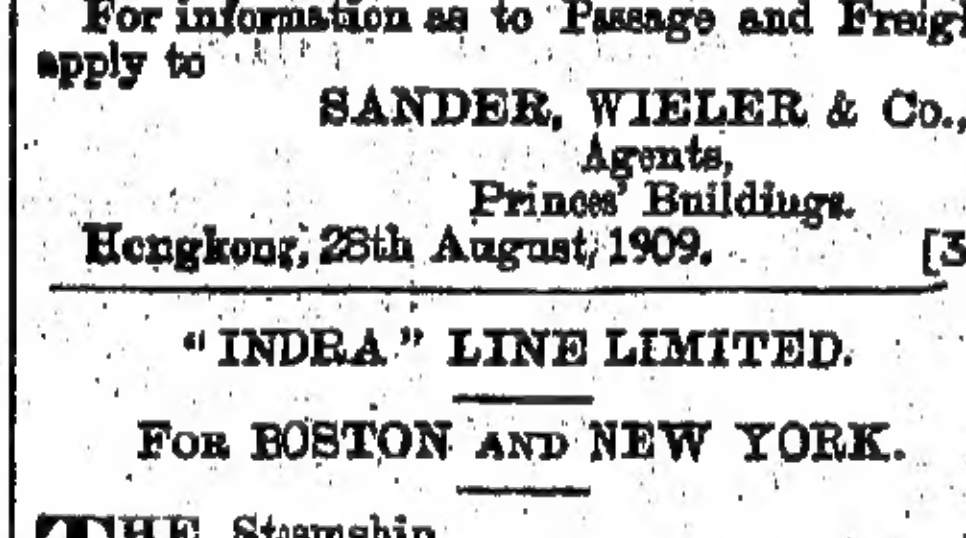
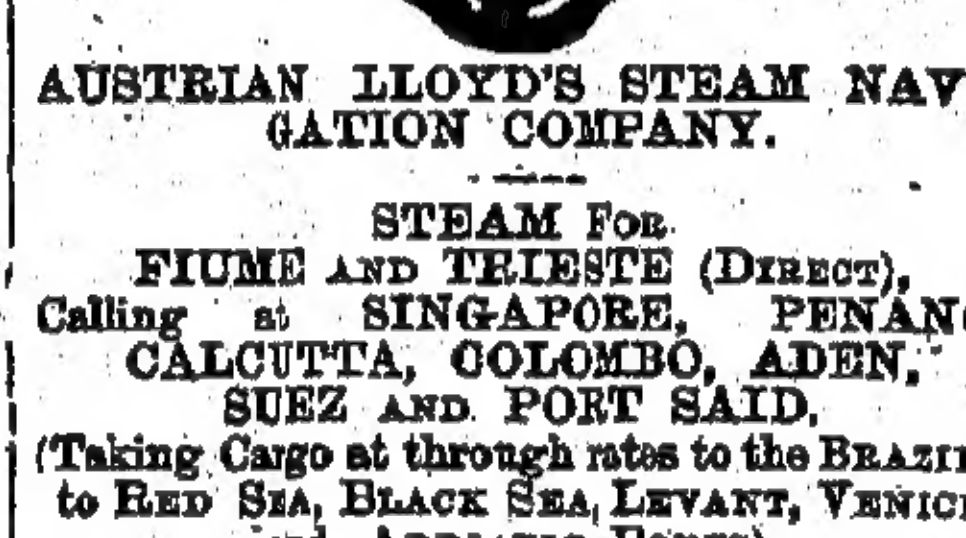
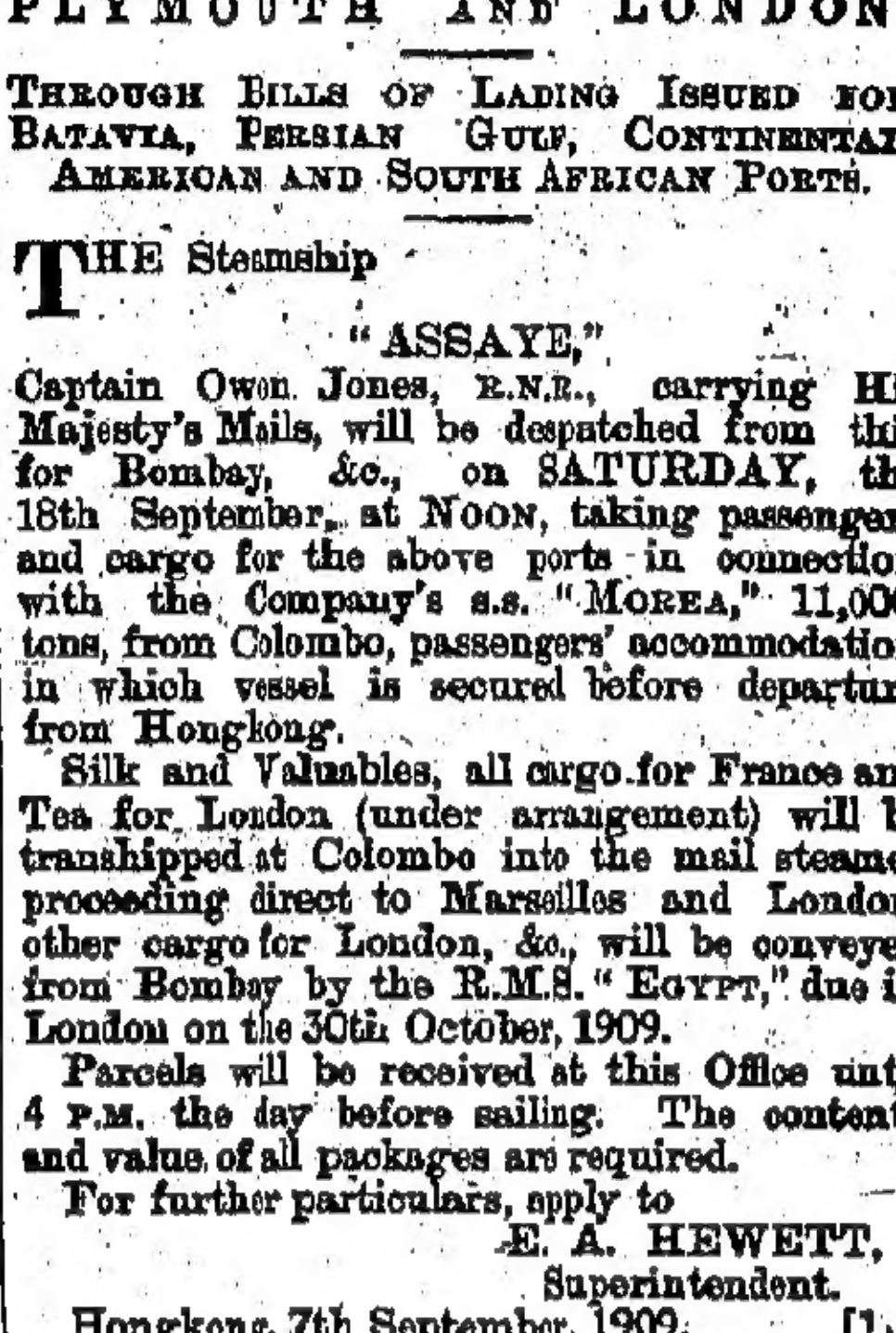
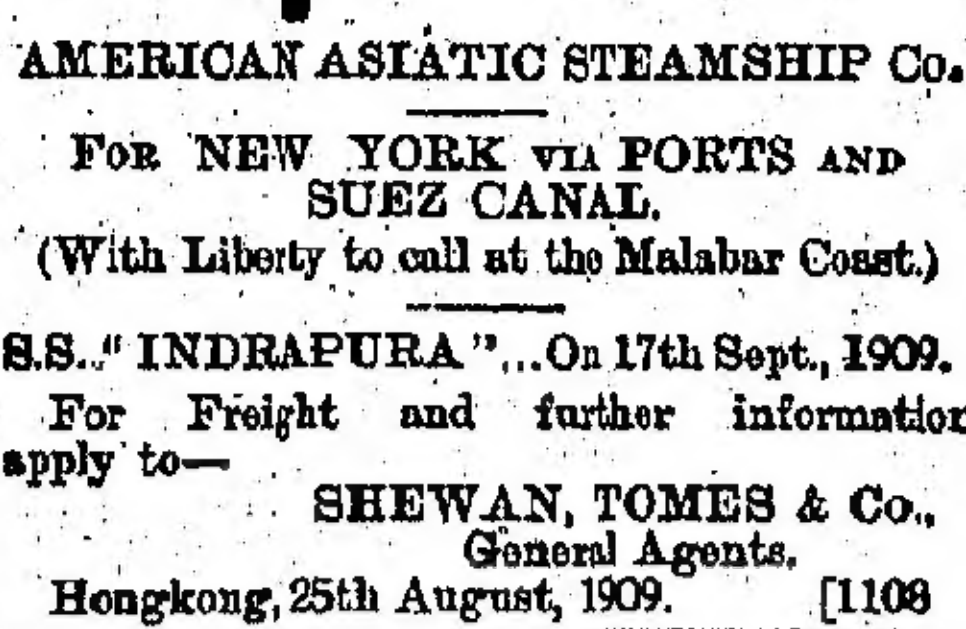
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates for superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

**SPECIAL THROUGH RATES** (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CROBDOCK, General Traffic Agent for China.





# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 16th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 18th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PESHAWUR	About 18th Sept.	Freight and Passage.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	BORNEO	About 22nd Sept.	Freight and Passage.

For further Particulars, apply to

Hongkong, 10th September, 1909.

E. A. HEWETT,  
Superintendent.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 16th Sept. 4 P.M.
SWATOW, AMOY and SHANGHAI	"HANYANG"	On 17th Sept. Noon.
CEBU and OLOLO	"SUNGKIANG"	On 17th Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 18th Sept. 4 P.M.
SHANGHAI and CHINKIANG	"LIANGCHOW"	On 19th Sept. 4 P.M.
MANILA	"TAMING"	On 21st Sept. 3 P.M.
WEIHAIR, CHEFOO and TIENTSIN	"HUICHOW"	On 22nd Sept. 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 22nd Sept. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 23rd Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 23rd Sept. 4 P.M.
SHANGHAI	"LINAN"	On 25th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.  
Telephone 36.  
For Freight or Passage apply to—  
Hongkong, 14th September, 1909.BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SAIGON	"HINSANG"	Thursday, 16th Sept. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Thursday, 16th Sept. Noon.
SHANGHAI	"TINSANG"	Friday, 17th Sept. 4 P.M.
TIENTSIN VIA SWATOW, WEIHAIR, WEI & CHEFOO	"CHEONGSHING"	Friday, 17th Sept. 4 P.M.
MANILA	"LOONGSANG"	Saturday, 18th Sept. 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 18th Sept. 4 P.M.
SHANGHAI	"WINGSANG"	Sunday, 19th Sept. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 23rd Sept. 2 P.M.
MANILA	"YUNBSANG"	Friday, 24th Sept. 4 P.M.

# RETURN TOURS TO JAPAN.

## OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang with Electric Light.  
Telephone No. 61.  
For Freight or Passage, apply toJARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 15th Sept., at 2 P.M.
"HAIYAN"	SWATOW, AMOY and FOOCHOW	FRIDAY, 17th Sept., at 2 P.M.
"HAIYANG"	SWATOW, AMOY and FOOCHOW	TUESDAY, 21st Sept., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER. FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
Hongkong, 15th September, 1909.DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, HONGKONG & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

# PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to  
Hongkong, 28th August, 1909.MELCHERS & CO.,  
AGENTS.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 18th Sept. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 25th Sept. Noon.

For Freight or Passage apply to  
Hongkong, 8th September, 1909.SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

## Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

STEAMSHIP	TONS.	DATE
S.S. LIBERIA	15th Sept.	
S.S. BELGRAVIA	29th Sept.	
S.S. SILEBIA	19th Oct.	
S.S. BRISGAVIA	19th Oct.	

Further Particulars, apply to—  
Hongkong, 10th September, 1909.HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

STEAMSHIP	TONS.	DATE
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (MEXICO).		
S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

Call at Manzanillo, Mexico, on their Outward and Homeward Voyages.  
For particulars apply to  
Hongkong, 15th September, 1909.K. MATSUDA, Manager.  
TOYO KISEN KAISHA, Yokohama Building.

# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

# PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU, Capt. N. Mathieson	7,000	WED'DAY, 29th Sept., at Daylight.
VIETORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao	6,500	WED'DAY, 15th Oct., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU, Capt. S. Ishikawa	8,000	TUESDAY, 26th Sept., at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	AKI MARU, Capt. K. Sato	7,000	TUESDAY, 12th Oct., at 4 P.M.
KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler	6,000	FRIDAY, 1st Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU, Capt. T. Sekine	5,000	FRIDAY, 29th Oct., at Noon.
YOKOHAMA and KOBE	YEBOSHI MARU, Capt. B. Koo	4,500	THURSDAY, 16th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	IYO MARU, Capt. S. J. G. Parsons	6,500	FRIDAY, 17th Sept., at Noon.
	CEYLON MARU, Capt. Fred. Pyne	4,500	FRIDAY, 17th Sept., at Noon.
	KITANO MARU, Capt. F. E. Cope	9,000	THURSDAY, 23rd Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine	5,000	WED'DAY, 29th Sept., at Noon.

Fitted with New System of Wireless Telegraphy.  
Omitting Keelung and Shimidzu.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama a 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

# EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st September, 1909.

T. KUSUMOTO,  
MANAGER.

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.Head Office for the Far East:—  
16, DES VEAUX ROAD, HONGKONG.Japan Office.  
14, WATER STREET YOKOHAMA

# JAVA-CHINA-JAPAN LIJN

## REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJILATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
Yok Buildings, 1st Floor.  
Hongkong, 10th September, 1909.JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

# TRANS-PACIFIC SERVICE.

## Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS. (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 2nd Oct., at Noon.
	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW, & AMOY	"SOSHU MARU" Capt. K. SUGI	WED'DAY, 15th Sept., at 10 AM.
TAMSI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 19th Sept., at 10 AM.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the month of September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CROSHU MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

# HOMeward PASSENGER SEASON 1910.

# PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLONBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer TONS	1 P.M. SATURDAY	Steamer TONS	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at BOMBAY)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON £71.10 SINGLE £106.14 RETURN £148.8  
2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

# LONDON.

## CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January about	March 26
* SUMATRA	February 9	March 26
* NYANZA	February 23	April 9
* SUNDIA	March 23	May 7
* MAITA	April 20	June 4
* SARDINIA	May 4	June 18
* NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):  
1st SALOON £55.0 SINGLE £82.10 RETURN £107.0  
2nd " £38.10 " £57.4\* Carry 1st and 2nd Saloon Passengers.  
For Further Particulars, apply to—  
E. A. HEWETT, SUPERINTENDENT.



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

## Mails from EUROPE via SIBERIA.

Date of Departure from London	Date due in Hongkong	Vessel
25th August	To-morrow	Tsago Maru.
27th & 28th August	17th September	Atsago.

The Delta, with the English mail of the 20th ultimo, left Singapore on Friday, the 10th instant at 6 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 20th July, and the parcel mails closed in London for despatch by the all-sea route on the 11th of August, and for despatch overland on the 13th of August.

The Empress of India, with the Canadian mail, left Shanghai on Tuesday, the 14th inst., at 8 a.m., and may be expected here to-morrow, at 6.30 p.m.

FOR	PER	DATE
Hollow and Haiphong	Jacob Diederichsen	Wednesday, 15th, 8.00 A.M.
Sydney, Amoy and Anping	Saka Maru	Wednesday, 15th, 9.00 A.M.
Haiphong	Hanoi	Wednesday, 15th, 11.00 A.M.
Manila	Tower	Wednesday, 15th, 11.00 A.M.
Bangkok	Dejacoongee	Wednesday, 15th, 11.00 A.M.
Timor, Port Darwin, Thursday Id, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Empire	Wednesday, 15th, 11.00 A.M.
Sydney	Hainan	Wednesday, 15th, 1.00 P.M.
Shanghai	Sui Tai	Wednesday, 15th, 1.15 P.M.
Singapore, Colombo and Bangkok	Kwangteh	Wednesday, 15th, 3.00 P.M.
Hollow, Singapore and Bangkok	Yoshi Maru	Wednesday, 15th, 4.00 P.M.
Seigon	Tongtai	Wednesday, 15th, 5.00 P.M.
Kuait and Sandakan	Huang	Wednesday, 15th, 5.00 P.M.
Shanghai, Kobe and Yokohama	Liberia	Thursday, 16th, 8.00 A.M.
Singapore, Penang and Calcutta	Catharine Spear	Thursday, 16th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Namwang	Thursday, 16th, 1.15 P.M.
Manila	Sui Tai	Thursday, 16th, 3.00 P.M.
Shanghai	Chinshua	Thursday, 16th, 11.00 A.M.
Sydney, Amoy and Shanghai	Hanyang	Friday, 17th, 11.00 A.M.

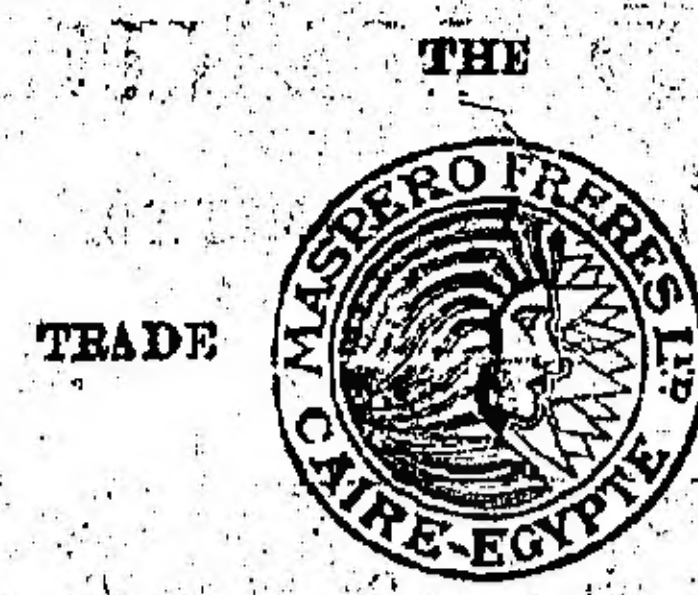
NOW IS THE TIME TO DRINK

SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.



THE ACME OF  
EGYPTIAN  
CIGARETTE  
PERFECTION.

"They are social, soothing, blest,  
they have fragrance, force and  
zest."

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES.  
FROM ALL TOBACCONISTS.

The Ship of the  
Desert is no  
less famous than

Bouton Rouge  
Felucca  
EGYPTIAN  
CIGARETTES



## SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 14TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$995.
National Bank of China, Limited	99,925	27	26	\$65, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$10, buyers
China Bank, Limited	60,000	\$12	\$12	\$13, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$63, sellers
China Insurance, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.50, sellers
<b>CORPORATIONS.—</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 138.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$7, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 92.
Loan-Kung-Mow Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 113.
Sui Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 460.
Dairy Farm Company, Limited	40,000	7/2	7/2	\$18.
<b>DOCKS AND WHARVES.—</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, buyers
Hongkong and Whampoa Dock Co., Ltd.	10,000	\$50	all	\$60, buyers
New Amoy Dock Co., Limited	50,000	\$50	all	\$59
Shanghai Dock and Engineering Co., Ltd.	35,700	Tls. 100	Tls. 100	Tls. 79.
Shanghai and Hongkong Wharf Co., Ltd.	36,600	Tls. 100	Tls. 100	Tls. 148.
<b>FERROVIA.—</b>				
China Railway, Limited	18,000	\$25	\$25	\$11, sellers
Great Island Cement Co., Limited	400,000	\$10	\$10	\$8.70, all & sel.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$203, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$724, all.
Hongkong Ice Company, Limited	8,000	\$25	all	\$44, all.
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$183, sellers
<b>INSURANCE.—</b>				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$185, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$5	\$355.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 113, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$227, buyers
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$93.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
<b>MINING.—</b>				
Société Française des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$83, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$1.40, sellers
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$147, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84.
Douglas Steamship Co., Limited	20,000	\$50	all	\$36, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$13, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$19.
Shanghai and Amoy Navigation Co., Limited	60,000 del.	\$1	\$1	71.
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$28.
South China Morning Post, Limited	10,000	\$10	\$5	\$151.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
<b>STORES AND DISPENSARIES.—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8, sellers
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$12.40.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300.
<b>RUBBERS.—</b>				
Castrols, fully paid	—	—	—	\$2.15.6
Linggis	—	—	—	25/
Anglo-Malays	—	—	—	14/6.
Shelfords	—	—	—	30/-, buyers
Bahawans	—	—	—	\$56 (1/2) sel.

## PASSENGERS.

## ARRIVED.

Per Hainan, from Swatow, Mr P. A. von de Stadt.

Per Zubi, from Manila, Mr and Mrs C. H. Patterson, Mr and Mrs F. C. Fisher and three children, Capt and Mrs Iborole, v.s.a., Misses McLeod and Asota, Major L. Inouye, Messrs G. Long, L. B. Anderson, Boyle, M. Goodman, C. A. Ragan, v.s.a., and R. Monse.

## DEPARTED.

Per Shinano Maru, for Seattle, Mr and Mrs Fred C. Fisher, 3 children and governess, Mr and Mrs Iwanaga, 2 children and servant, Capt and Mrs M. A. Ashin and maid, Mrs V. Chan, Mrs I. B. Anderson, Misses A. Quinn, Jessie Macleod and Madoc, Messrs T. Ohmi, M. Goodman, J. Murakami, Moore, Gendry and E. P. Frankl.

## TO DEPART.

Per Inaba Maru, for London, Messrs E. H. Hopper, B. R. Schirgack, John Johnson, J. Gill, S. Kimura, T. Ono, S. Iwakaguchi, W. Warner, M. Lefrance, V. Japal Krishnam, M. Takahashi, K. Seki, Fred Painter, Fred and Wm. Bloomfield.

## PASSENGERS BOOKED FOR HONGKONG.

Per M.M. str. Sydney, from Marseilles, Aug. 29—Mr and Mrs Graham, and Lord Kitchener.

Per M.M. str. Touraine, from Marseilles, Sept. 12—Mr and Mrs J. W. Graham.

Per P. & O. str. India, connecting with the str. Delhi at Colombo, from London, Aug. 13—Mr H. Robert.

Per P. & O. str. Somali, from London, Aug. 14th—Mr and Mrs A. Robinson, Mr and Mrs W. Drew, Mr and Mrs A. B. Harrison, Mrs T. G. Worth and children, Misses Spink, Lee and Penruddock, Rev. H. A. Spink, Eng.-Comm. F. W. Highton, Rev. H. W. Timms and Mr J. Young.

Per P. & O. str. China, connecting with the str. Himalaya at Colombo, from London, Aug. 27—Mr and Mrs McHardy and family, Mrs Jack, Miss A. E. Butler and Mr J. A. Macintosh.

Per P. & O. str. Macedonia, connecting with the str. Delhi at Colombo, from London, Sept. 10—Mr F. West; from Marseilles, Sept. 17—Mr F. Howell.

Per P. & O. str. Navarino, from London, Sept. 11—Mr Taylor and children, Mrs Duncan and children, Mrs D. C. Adams, Mrs Cooke, Mrs Dew and children, Mrs McCallum, Mrs Hill and children, Miss Stevenson, Messrs D. Humphries, W. Highy and child.

Per P. & O. str. Malakka, from London, Sept. 24—Mrs Gedge, Mrs A. Harris, Miss Christie and Mr R. W. Giblin.

Per P. & O. str. Nore, from London, Sept. 25—Mr and Mrs Miss Hastings, Mr and Mrs H. T. Montague Bell and children, Mr and Mrs Hornby and child, Mr and Mrs J. A. Lyon and children, Mr and Mrs Sutherland and children, Mrs. Miss and Master Gordon, Miss A. Deveret, Messrs G. S. Moxon, A. Hamilton, R. F. Master, and Mr E. Jones.

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## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ EITEL FRIEDRICH,"  
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.

All Claims must reach us before the 19th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamship brings Cargo  
Ex S.S. "BARBARIGO" from Canton via Port Said.

NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
General Agents.  
Hongkong, 8th September, 1909. [5]

## FROM EUROPE.

## THE H.A.L. Steamship

"NICOMEDIA,"  
Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE.  
Hongkong Office.

Hongkong, 11th September, 1909. [117]

## S.S. "OCEANIC."

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London, ex s.s. "Cordouan" from Havre, are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before MONDAY, 13th inst., 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN,  
Agent.

Hongkong, 13th September, 1909. [2]

## NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

## WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

Beware of Whiskies

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & Co.,

and from ALL WINE MERCHANTS. [52]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CABLE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1898. [9]

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